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Cudham Tithe Barn,  
Berry's Hill,  
Cudham,  
Kent,  
TN16 3AG

**EDITORIAL**

Editor: Jules Truss  
Email: jules.truss@kelseymedia.co.uk  
Contributing Editor: Midge  
Email: james.burr@kelseymedia.co.uk  
Art Editor: Graham Morecroft  
Email: graham.morecroft@kelseymedia.co.uk  
Web Editor: Glenda  
Email: glenn.rowswell@kelseymedia.co.uk

**ADVERTISEMENT SALES**

Director: David Lerpinere  
David.lerpinere@talkmediasales.co.uk  
Tel: 01732 445326  
Head of Performance Marketing: Sarah Halls  
sarah.halls@talkmediasales.co.uk  
Tel: 01732 446756  
Sales Executive: Martin Jenkinson  
martin.jenkinson@talkmediasales.co.uk  
Tel: 01732 447006

**PRODUCTION**

Talk Media: 01732 445325

**MANAGEMENT**

Managing Director: Phil Weeden  
Chief Executive: Steve Wright  
Chairman: Steve Annetts  
Finance Director: Joyce Parker-Sarioglu  
Retail Distribution Manager: Eleanor Brown  
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Overseas subscription orderline: 0044 (0) 1959 543 747  
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Berry's Hill, Cudham,  
Kent, TN16 3AG  
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# ED SPEAK

**C**heery blossom, besides being extremely pretty (did I really just type that?), signifies something rather special in our magazine calendar...

Cherry blossom is heavily associated with Japan. In fact, it's regarded as their national flower, and in the major cities of Tokyo, Kyoto, and Osaka, it blossoms during the month of April, as do the varieties we have here in the UK. Basically, if you can see cherry blossom, you can celebrate because spring is here!

And what happens in spring? That's right, our annual Japanese Special gets released. A tenuous link, maybe, but next year when you're out and about and you see the pink bloom, you'll know what to do. No, not take a picture to show your mum (although she'd probably like that). But head to the shops and grab the Fast Car Jap Special.

But it's not next year, it's now, and you've already bought your Jap Special. And let me tell you, you're one lucky sausage, because this issue is an absolute belter.

In fact, we've had so much cool stuff to cram into this issue that we had to make it even bigger to fit it all in!

First of all, we've put together a blooming marvellous (did you see what I did there?) guide to the top 25 Japanese cars of all time – all the usual suspects are in there, but we've added a few leftfield choices too. We've also dedicated a section of the magazine to showing you how to build a budget drift car – it really isn't as expensive as you might think.

And then there are the cars! I might be biased, but I think this is the best collection of modified Japanese metal you'll see in one magazine, anywhere in the world. Every single car could have taken the cover spot. From Conrad's amazing AE86, to Alvydas's VTEC turbo powered RX-7 and Nathan Noone's 2JZ-engined Evo. Not to mention the full carbon-fibre Garage Active R32 GT-Rs. And that's only the half of 'em.

With that in mind, I'll stop gassing and let you enjoy the magazine.

Big Love,

*Jules*



**SLIM JULES**  
EDITOR

*"My favourite thing about Japan? The cars, the culture, and YO! Sushi."*

Seventeen years in publishing including a spell as a paparazzi, IMIAL Level 2 Mechanic, Poppadom Eating World Championship runner-up, Race National B Licence holder.

jules.truss@kelseymedia.co.uk



**MIDGE**  
CONTRIBUTING  
EDITOR

*"YO! Sushi isn't Japanese, you absolute tool. Anyway, I love Superdry."*

Uber-short serial Gumballer and monster truck driver, IMIAL Level 2 Mechanic, built 12 feature cars, five cover cars, five rally cars, has a degree in pottery and an addiction to Red Bull.

james.burr@kelseymedia.co.uk



**INITIAL G**  
ART EDITOR

*"Superdry isn't Japanese, you fool. It's a British brand with a HQ in Cheltenham."*

Thirty years of design experience, champion archer and currently working on proving inflationary cosmology propagation, through vacuum energy.

graham.morecroft@kelseymedia.co.uk



**GLEND**  
WEBSITE EDITOR

*"My favourite thing about Cheltenham? Erm, the horse racing festival?"*

Social media guru, Gumballer, IMIAL Level 2 Mechanic, beard connoisseur, fully qualified lifeguard, purveyor of super lows and very large feet. Also likes cars rather a lot.

glenn.rowswell@kelseymedia.co.uk

## THE EXTENDED FC FAMILY:

Stav	.....	The Tuning Guru	Daniel Bevis	.....	Wicked Wordsmith
David Lerpinere	.....	Advertising Man	Chris Wallbank	.....	Amazing Tog
Steve McCann	.....	Scotty Dawg	Dino	.....	Japanese Correspondent
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# CONTENTS

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## FRESH GEAR

PRODUCT OF SUPREME AWESOMENESS	045
YET MORE FRESH KIT	046
LIFESTYLE	048
DETAILING TEST	050

## THE CARS

**Toyota AE86 010**  
Want to see the best AE86 in Europe, possibly the world? No problem...

**Nissan R32 GT-Rs 036**  
What's better than a big-powered, fully carbon R32 GT-R? Two big-powered, carbon GT-Rs!



## WILD CARD

**Datsun 280Z 114**  
Want to see one of the best 280s in Europe? You've come to the right place.



## REGULARS

**Front End 006**  
We're on the hunt for 400 display cars, we tell you why you should buy an Accord Type R, and how you could win Japfest and TRAX Donington tickets.

**Staff Rides 101**  
It's been a busy month in the FC Garage. Glenda didn't even have time to wash his car.

**Readers' Rides 125**  
Now for the most important cars in the whole world... yours!

**Arse End 128**  
The Beast from the East played havoc with getting to work this month. Even though we all work from home...

**Next Month 130**  
Issue 396 is out on 25 May. Which means it'll be summer. You should celebrate by reading the new issue of FC in your Speedos.

## BONUS SECTION CARS

**Aristo-powered Evo 064**  
This is what happens when an Aristo and an Evo have a baby.

**Skyline-powered Scooby 072**  
What would make Subaru's awesome Scooby better? That'll be an RB26.

**S2000-powered RX-7 080**  
Everyone loves an RX-7, but nobody loves a rotary rebuild. You'll find the solution here.

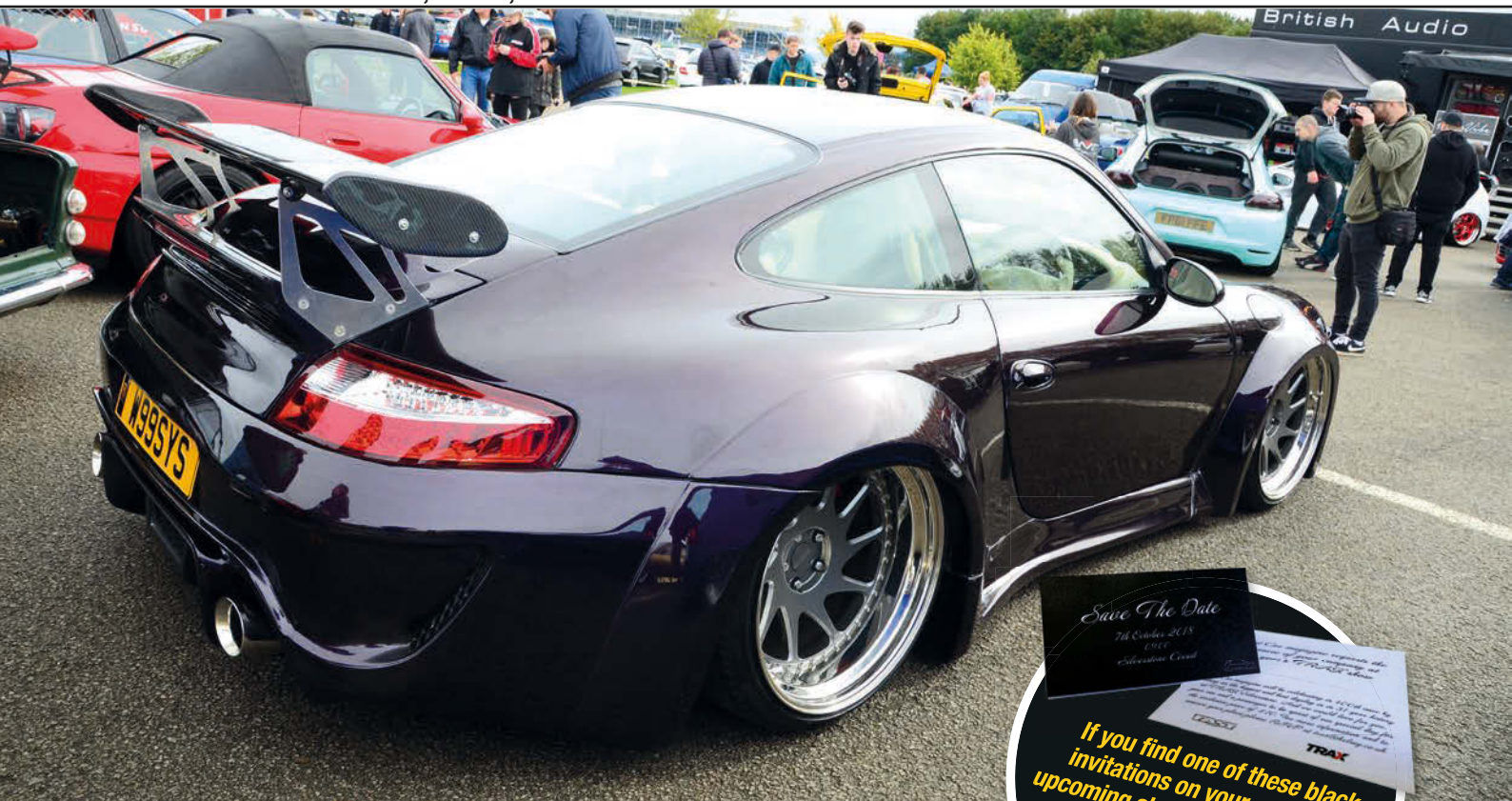
**MX-5-powered Hilux 088**  
There are pickup trucks and then there's this. Pure epic.

## BONUS FEATURES

**Build a Drift Car 053**  
Fancy getting into drifting? Let Stav give you some hard-earned advice...

**Top 25... 019**  
... Best Japanese Cars of All Time.





# FAST CAR

## #400 DISPLAY

# @TRAX

*Got a cool car?  
Come and party  
with us...*

If you look at the cover of this magazine, you'll see the issue number FC395 printed in the bottom right corner. This means in just five magazines time we'll be celebrating our 400th issue!

That officially makes us bloody old. But unlike our auntie Ethel, we've somehow still got all of our faculties and only piss our pants once a week. To celebrate this, we've got lots planned, but our party piece is the gigantic car display we are planning for TRAX Silverstone on 7 October.

The FC Car Culture Collection will this year morph into the FC Top 400. That's right folks, we are rounding up 400 of the UK's best cars and putting them in one place. It's going to be mental! And if you've got a show car deserving a space, we'd love to hear from you.

#FC400 passes will be available at a hugely discounted rate of just £10. This includes entry for the driver and a passenger and, of course, your space in

the best display of 2018. This is a saving of over £40 on a pair of advanced tickets. Not bad considering you'll be in a prime position in the show and be part of FC history forever.

If you'd like to apply, please email [jules.truss@kelseymedia.co.uk](mailto:jules.truss@kelseymedia.co.uk) with a selection of pictures and a brief spec. If we think your car is worthy, and we've got space available, we'll be in touch. Good luck!





# WIN JAPFEST & TRAX Donington Tickets



A couple of months ago we gave away 500 quids' worth of Japfest Silverstone tickets, and guess what? We're going one better this time by giving away 10 pairs of WEEKEND passes to Fast Car Entertainment's brand-spanking-new events, Japfest and TRAX Donington! That's £720 worth of tickets we are giving away for free.

Japfest Donington takes place on Saturday 30 June, and following it, TRAX Donington will be on Sunday 1 July.

The winners will also receive a

special-edition of Banzai and Fast Car magazine and two free T-shirts. That's 72 pounds' worth of stuff for simply hitting the link below and entering your details.

We're not even going to ask you a silly question, like how do you spell Nissan. It's really that simple and easy.

If you don't want to leave your attendance to chance, you can pre-order your tickets for these awesome new events at:

[www.japfest.co.uk](http://www.japfest.co.uk)

[www.traxshows.co.uk](http://www.traxshows.co.uk)

*The lucky winners will be picked at random and notified in May*



**Enter here...**

[http://fastcar.msgfocus.com/k/Kelsey-Media/fast\\_car\\_donington\\_2018\\_combo\\_competition](http://fastcar.msgfocus.com/k/Kelsey-Media/fast_car_donington_2018_combo_competition)

## The Legal Bit...

Entries close at midnight on Thursday 24 May 2018. The draw is final and no correspondence will be entered into. Entry is free. Open to residents of the UK aged over 18. Employees of Kelsey Media and their family members are not eligible to win. Only one entry permitted per person. No bulk entries will be accepted. There is no cash alternative and the prize is not transferable. If any prize or product is lost or damaged during the course of delivery to the recipient, Kelsey Media will provide reasonable assistance in seeking to resolve the problem. However, it will not always be possible to obtain replacements for lost or damaged goods, and in that event, no financial compensation would be payable by Kelsey Media or their affiliates. We reserve the right to cancel the competition, if circumstances change that are beyond our control. By entering you agree to be bound by all the rules. Fast Car will not share your details with any third party without your explicit permission.



**APPRECIATING  
DEPRECIATION**

# HONDA ACCORD TYPE R

We're not a bangernomics mag by any stretch of the imagination. But what if we told you that you could pick up one of the best driver's cars of the early 2000s for about £2,500? And that it came complete with a race-derived motor, Recaro seats and an LSD? That, ladies and gents, is the Honda Accord Type R.

Amusingly, so-called enthusiasts tend to sideline this curious creation as 'not a proper Type R' – which is absurd, as the specialists (who know what they're talking about) all say this is every bit as much of a driver's car as, say, an EP3 Civic. Poised, balletic, eager to please and ready to thrill, it offers all of the silliness of a hot hatch, with an extra set of doors and a usefully large boot. It looks unassuming – basically a salesman-spec saloon with a sodding great boot spoiler. But under the skin it rocks a 2.2-litre VTEC motor kicking out 212bhp, along with a stiffened chassis, uprated brakes and suspension, and, yes, that aggressive LSD. Echoing the approach of the original NSX-R, the hot Accord had a fair bit of weight stripped from it, being a whole 57kg lighter than the contemporary 2.0i version. And while this was once a £25,000 car, you can have it all for just 10 percent of that. That's the kind of maths we like.



**THEN £25,000  
NOW £2,500**



## Quiz Time

### Word Search

There are eight Honda models in here. How many can you find?

L	K	L	C	I	V	I	C	I	A	S	T
E	L	S	B	Z	O	Z	V	H	W	T	H
G	M	Z	A	G	T	Q	D	B	K	R	M
E	O	X	V	C	S	D	G	F	C	E	R
N	I	N	T	E	G	R	A	N	W	A	P
D	H	A	Q	A	Y	M	I	S	I	M	C
Y	D	V	C	J	T	B	L	X	H	C	J
G	K	X	O	C	F	N	W	J	A	Z	Z
Z	G	L	S	P	O	E	F	L	W	S	K
G	V	D	V	T	I	R	O	K	C	M	J
Q	S	Y	D	S	L	L	D	R	T	K	M
P	R	E	L	U	D	E	B	N	B	W	J



Think you know your cars? Test your knowledge for fun, here...

- Q1)** Name the OE wheel?
- Q2)** Name the car?
- Q3)** Name the front cluster?

Answers are in Arse End over on page 129. Good luck!

### The freshest new rims on the market



## Coming Soon

We've got a bunch of special editions planned for 2018 and next month we're doing a wheel and stance special! Not only will we be bringing you the freshest new rims on the market, but we'll also tell you how to set your car's chassis up for form or function.

And, of course, they'll be our usual mix of the UK's best modified cars...

**"HOW MANY TIMES HAVE YOU HEARD SOMEONE SAY; 'I WISH WE HAD ROADS LIKE THEY DO IN LA?' A LOT, IS PROBABLY THE ANSWER."**

Folk hate the roads in the UK and for good bloody reason: they are shite. But let's get one thing straight here. This rant isn't about the state of the roads but the people who spout the above bollocks without any justification.

Ninety percent of the people who wish we had roads like California's, haven't even been to the City of Angels, let alone sampled their bloody tarmac. Christ, that's half the problem. Most of their roads are made from concrete.

Trust me. You'll hear the same complaints while sipping an Ice Tea on Malibu Beach as you will at a cars and coffee meet in Basingstoke Lidl.

Oh, and if you think our motorways are busy, you want to try driving on their freeways. If the drone of the du-dum-du-dum concrete surface doesn't drive you mad, the bloody queues will. And there's no such thing as a fast lane, either. Every lane is an overtaking lane. So triple check those mirrors before you change lane otherwise you'll be run over by a Ford F150. Make sure you don't accidentally end up in a car share lane without a passenger either, or you'll get shot (possibly). You're in America, remember.

So stop thinking the Yanks build better cars than us because they have better roads. This is an excuse that just doesn't wash.

Remember kids, the grass isn't always greener and the roads definitely aren't always flatter!

**The Angry Man**



Disclaimer: The opinions expressed herein are not necessarily those of *Fast Car* or the publisher. So fuck you ;-)



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**two**

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The famous FC

# JAPANESE SPECIAL: AE86 LEVIN GTV

Words **Daniel Bevis** Photography **Matt Woods**





*Hold your  
breath ladies  
and gentlemen,  
for you are in  
the presence of  
greatness: quite  
possibly the  
finest AE86 to  
ever grace  
these pages...*

# No Return From Eighty-Six





# JAPANESE SPECIAL: AE86 LEVIN GTV

**T**he niche verb 'to 86' is a useful one to have in your vocabulary. It means to get rid of something or someone, and it's one of those age-old terms whose origins have been all but lost. Some claim it came from 1930s numeric restaurant slang, where number 86 meant 'we're all out of it'. Others say it came from Prohibition-era New York City and specifically a bar called Chumley's, which had a separate exit at 86 Bedford Street for the punters to leg it out of when the feds arrived – when there was a raid, they'd 86 the customers. Whatever the truth, it's a handy phrase to know.

Of course, to petrolheads like us, that number has an entirely different meaning. Eighty-six translates to hachi-roku in Japanese, and that's the common nickname of the fifth-generation Toyota Corolla, model designation AE86 (hence the nickname), launched in 1983.

This was an eminently popular model, not just with mainstream punters – although that's invariably the case with Corollas of all generations – but with the tuner fraternity too. Why? Well, aside from the rakish array of options available (coupe, saloon, fixed-headlight Levin, pop-up headlight Trueno), it offered a frankly magnificent platform for tomfoolery.

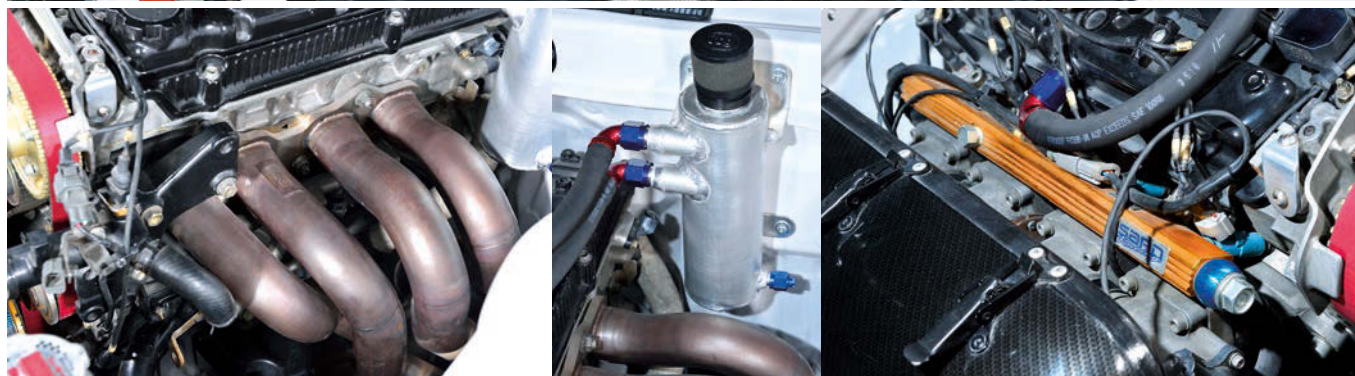
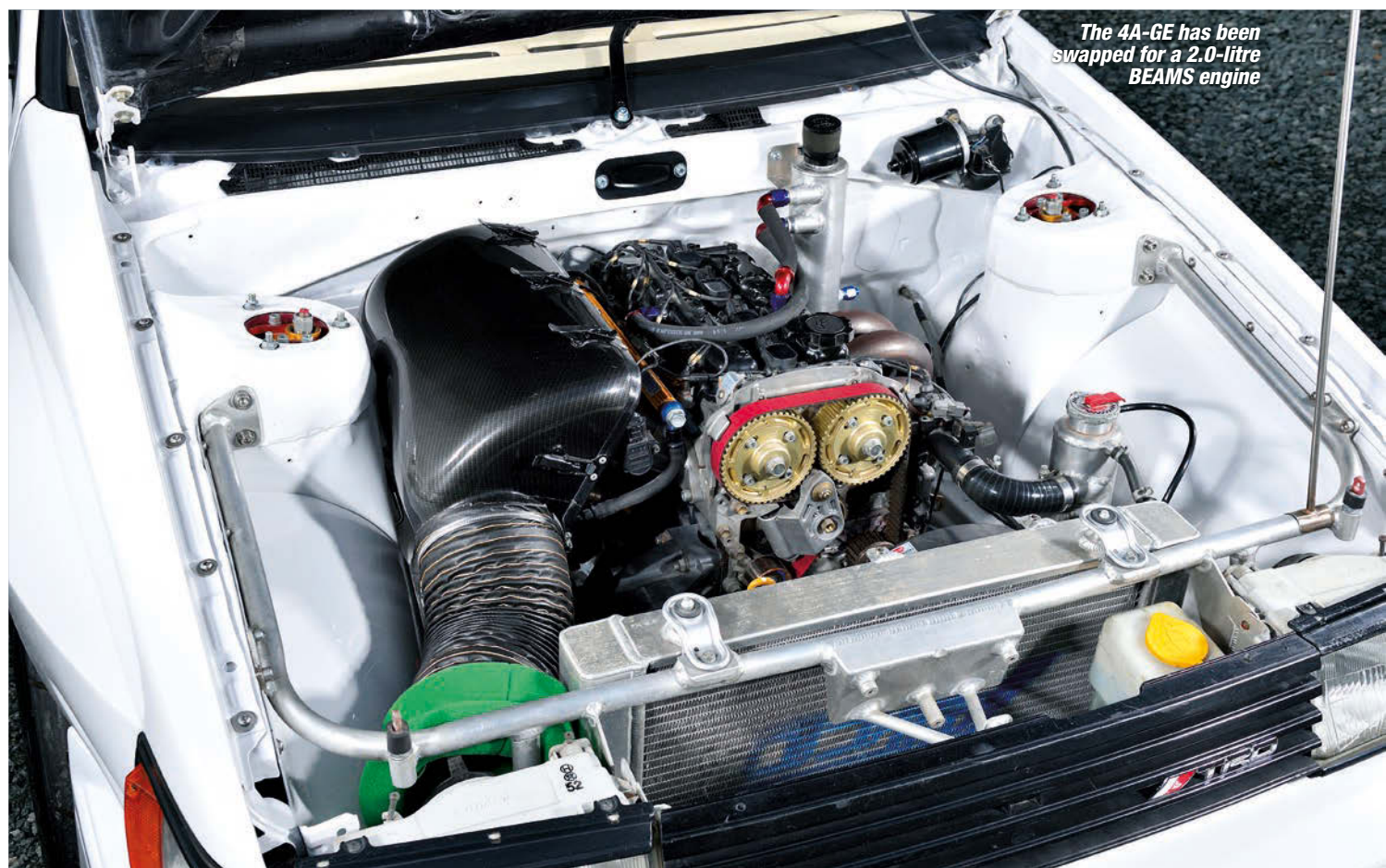
Lightweight cars with rear-wheel drive will always be entertaining and, back in the early 1980s, the allure of disc brakes, a four-linked rear and an LSD were undeniable. And the jewel in the crown was the 1.6-litre 4A-GE engine – a highly tunable fuel-injected twin-cam,

with a variable intake system and revs for days. Throw in a generation of budding drift aficionados, and the hero status of cult manga series Initial D, and the hachi-roku's place in the pantheon of all-time greats was assured.

An important model, then. So when boss-man Jules got on the blower to tell me about what he reckoned was 'the best AE86 in the UK', you can imagine the spike on the excitement-o-meter. The car's owner, Conrad Bradley, took the editor's compliment with a smile. "The best in the UK?" he pondered, stroking his chin thoughtfully. "That's very kind. But – and I don't like to brag – I'd say it's more like the best in Europe."

Clearly this is a car worth knowing about. And we're going to wade in with a massive spoiler right away, because there's a detail about this sparkling build which is really going to irritate the purists. You see, that revered 4A-GE twink is such an integral part of the AE86's legend, people see it as sacrosanct, untouchable. But you won't find that engine here. Lift the lightweight carbon-fibre bonnet (a J-Blood item sourced by Newera Imports, incidentally), and what you'll find gazing malevolently back at you is a 2.0-litre BEAMS engine.

What's that, you may ask? Good question. Essentially, it's one of the best production engines ever crafted, in terms of quality and durability. Designed in conjunction with Yamaha and manufactured by Toyota, the name stands for Breakthrough Engine with Advanced Mechanism System. Designed from the off to be very light, it features as standard a





*It revs until it sounds like it'll  
explode... then happily revs  
some more*



forged crank, aluminium alloy pistons, titanium valves and, in the case of the 5th-gen 'black-top' engine you see here, a semi-drive-by-wire throttle. It is, in short, bloody clever.

But let's not get ahead of ourselves. Why did Conrad choose to build an AE86 in the first place? "I originally bought this car, a 1987 AE86 Levin GTV, as a track car to have some fun in," he explains. "I had watched a lot of videos on YouTube and they looked like a good base for fun – lots of rpm, rear-wheel drive and tail-happy! I was always into cars and bikes, from the time I got my licences at 17, it just spiralled from there. For some reason I was never satisfied with a standard product, so that's when the modifying bug crept in. You could say it all just got out of control."

Indeed we could, in the most glorious way. Conrad was clearly of the correct mindset here, to do the whole thing properly. So he didn't just grab the first 86 he saw. He put the groundwork in to ensure he had the best possible base.

"I looked at about eight or nine AE86s," he recalls. "But the majority of them were pretty rough on the bodywork, modified badly, or were just abused as drift cars in a previous life in Japan. I was looking at a different 86 when I spotted a clean white example lurking in the corner, sat on 14-inch Watanabe wheels."

"Further investigation revealed it was rust-free, had a full interior, and also had a couple of other subtle mods, including strut braces and a





## JAPANESE SPECIAL: AE86 LEVIN GTV

“The best in the UK? I’d say it’s more like the best in Europe”



fancy rear diff. When I asked if it was for sale, the answer was ‘no’ as it was the guy’s personal car. He tried to sell me the one I’d originally come to look at, but I was no longer interested... so eventually he caved in and let me buy the white one!”

See, persistence and belligerence always pay off. And with the iconic and implacably endearing new toy firmly ensconced in the Bradley fold back in 2006, Conrad wasted no time in setting the thing to rights. Although it’s fair to say that, in those early stages, he possibly didn’t quite envisage just how in-depth the whole thing would get.

“The only plan back then was to fit a rollcage to keep me in one piece should the unthinkable happen on track,” he explains. “I didn’t want the usual Jap-style dash dodger bolt-in affair, I wanted a proper multi-point in there. On that basis I arranged with a fabricator to

take the car for a cage install and set about stripping it – and this is where it all went wrong! I ended up removing the interior but also at the same time the little 1.6 screamer engine and gearbox; I was thinking ahead here that something with more power would do a better job to fill the hole.” You’re already getting a sense that this is no ordinary build, right?

“The car went to the fabricators and the cage install commenced. The longer it was away, the more I started to think about things like suspension, brakes, wheels, what engine to fit, and how to make it unique – and that’s where it progressed from a simple cage install to a full strip and rebuild.”

The work ended up being pretty damn serious. The bare shell was seam- and stitch-welded for strength, all the seam sealer and noise-reduction material removed, and the strut towers were reinforced and linked to the custom-fabricated rollcage. The front crossmember was then modified to take the BEAMS engine – for this was now the motor of choice – and, as a consequence, the tunnel was enlarged to allow the six-speed Altezza transmission to squeeze in.

The levels of custom work are really quite remarkable: the most obvious thing is that the wings have been modified to resemble the box arches of the 1980s (think Integrale, Quattro, or even Nova), and there’s plenty more going on behind the scenes, from the superfluous holes welded up in the bulkhead, to the fuel filler that’s been relocated behind the numberplate.

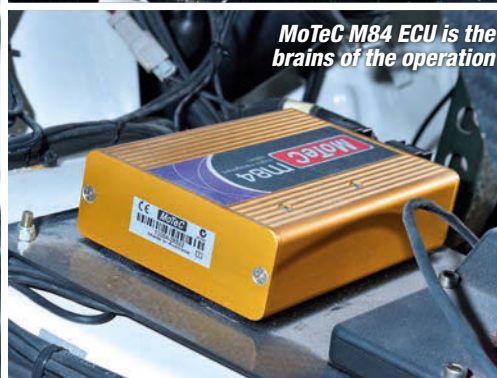
What’s most sensational, however, is that Yamaha-derived motor. 210bhp at the flywheel may not win you an argument in the pub, but it’s a huge amount to put into something this light and nimble, and besides, it’s far more important to make power you can actually use than to just chase the numbers. Conrad’s been very smart – check out the spec list and you’ll see what a colossal amount of effort has gone into this engine. It’s fully blueprinted with TODA pistons and cams, oodles of head work, ITBs, intelligent fuelling and management, and it revs until it sounds like it’ll explode... then happily revs some more.



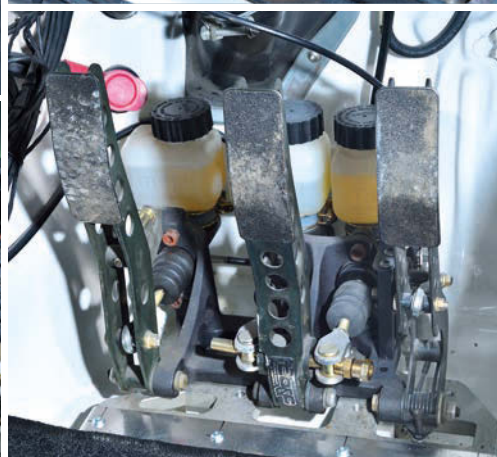




**AIM MXL digi dash**



**MoTeC M84 ECU is the brains of the operation**



**Multi-point rollcage, flocked dash and carbon-fibre centre console switch plate**



## STYLING

J-Blood carbon-fibre bonnet with AeroCatches and custom bonnet stay; Run Free front bumper; rear bumper and side skirts – modified by Rukus Customs to fit front and rear wide arches; J-Blood fibreglass tailgate with integrated rear spoiler and AeroCatches; OEM steel doors; JDM windscreen, Plastics 4 Performance polycarbonate window kit (side windows and rear tailgate screen); late-model AE86 slotted front grille; TRD grille badge; APR door mirrors; Toyota Corolla LEVIN rear tailgate sticker; Red Line rear lights and numberplate surround; paintwork by Rukus Customs; shell completely stripped; seam sealer and noise reduction material removed; seam and stitch-welded; chassis rail strengthening added; front strut tops reinforced; strut towers linked into main rollcage; front slam panel removed and replaced by aluminium tube; custom aluminium inner wings; servo and other holes welded up in firewall; fuel filler flap welded up – fuel filler relocated to rear slam panel behind number plate; front and rear wings modified with 1980s-style flares.

## TUNING

2.0-litre 3S-GE BEAMS (from Toyota Altezza SXE-10); Pete Whitfield built and blueprinted engine comprising: TODA forged pistons; Eagle lightweight forged rods; ACL race main and rod bearings; Toyota OEM gasket kit; TRD head gasket; TRD sump and oil pickup; Pete Whitfield head work comprising port shaping; chamber work; valve seat angles and assembled with Ferrea valves; TODA valve springs and retainers; TODA race-spec high lift; high duration cams (dual VVTi removed); TODA adjustable cam pulleys; TODA timing belt; individual throttle bodies; Jenvey ITB trumpets; custom fabricated rear tank and fuel pump compartment; Dash 8 black aftermarket fuel feed and return lines with black fittings; Bosch 044 fuel pump and filter; SARD gold fuel rail; uprated larger injectors; waterjet-cut airbox and Jenvey trumpet mounting plate with integrated air temperature sensor; fibreglass large-volume airbox (carbon dipped); 5in airbox feed hose, witches hat style air filter; Afco aluminium radiator; Spal radiator fan; TRD thermostat; aftermarket alloy crank pulley; TRD headers modified to clear chassis leg; custom fabricated centre and rear section exhaust; rear exhaust box with titanium tailpipe; MoTeC M84 ECU with advanced functions; MoTeC PDM 30 power distribution module; full motorsport-spec chassis wiring loom using Raychem DR25 and motorsport connectors; full motorsport-spec engine loom on Mil-spec bulkhead connector (so engine and loom can be removed as one unit); various additional sensors for MAP; airbox temperature and other items; Odyssey lightweight battery, battery isolator killswitch; 6-speed manual Altezza gearbox; TRD clutch and clutch cover; TRD flywheel and bolts, custom modified and balanced propshaft; powdercoated live rear axle; aftermarket rear diff (believed to be TRD).

## POWER

210bhp at flywheel; 195bhp at wheels; 10,500rpm rev limit.

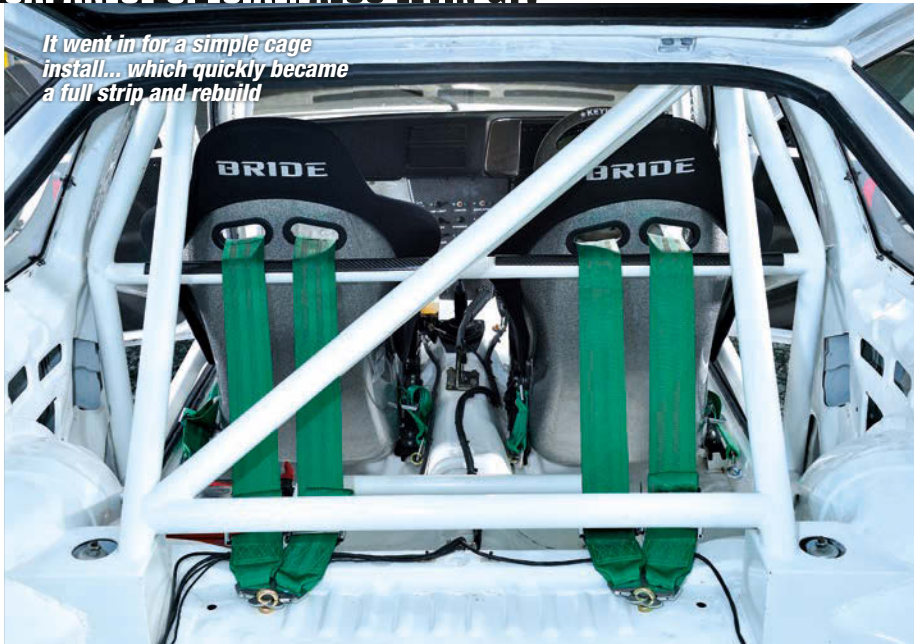
## CHASSIS

8x15in RS Watanabe wheels, Toyo R888 tyres; Project KIKS hubcentric wheel spacers; Techno Toy Tuning T3 custom rear equal-length 4-link suspension kit; custom-fabricated 4-link boxes – welded into chassis with support bar; Techno Toy Tuning T3 adjustable front bottom suspension arms; Techno Toy Tuning T3 adjustable top mount camber plates; Techno Toy Tuning T3 billet front tow hook; Techno Toy Tuning T3 adjustable front traction arms; TRD front coilover suspension inserts; Swift front springs; TRD front and rear ARBs; TRD rear dampers; TRD rear springs; Techno Toy Tuning rear ARB billet mount and drop-link kit; AP Racing 4-pot front and rear callipers, custom front and rear AP Racing discs and bells; custom front calliper mounting brackets; custom rear calliper mounting brackets to incorporate AP callipers and



# JAPANESE SPECIAL: AE86 LEVIN GTV

*It went in for a simple cage install... which quickly became a full strip and rebuild*




The chassis is equally mind-blowing, in order to make it so usable and fun – Techno Toy Tuning architecture joins TRD coilover inserts and ARBs, and there are meaty AP Racing 4-pots at either end. The exterior's a geek's paradise of obscure JDM accoutrements too, including the Run Free bumpers, J-Blood fibreglass tailgate and even a JDM windscreen... because it's all in the details.

That, essentially, is what characterises this build. It's an absolute riot of detail. No stone seems to have been left unturned in the pursuit of flawless perfection.

"It gets some pretty good reactions," Conrad grins. "The plan was always for it to be a road-legal track car, along with taking it to a few shows. But the build thread alone has had a quarter of a million views – 99 percent of people love the finished results. There were a few sceptics when the wide wings were shown, but once they saw the finished article they were convinced that I'd made the right decision."

Indeed, every decision made throughout this inspirational build was clearly the right one. Is it possible, in fact, that this AE86 is slightly too good? Improbably, that may well actually be the case. "Yes, the car is just too nice to use on track," Conrad shrugs. "It is literally one-of-a-kind, and I dare not risk using it for fear of trashing it! So – with regret – it's now up for sale at Appreciating Classics, and I'm hoping it'll go to a collector who will look after it."

Incredibly then, after this 12-year epic to create the ultimate hachi-roku, Conrad's having to 86 the project. But what a wild ride, huh? He's given the world its finest 86, and we should all be very appreciative of that. 

## TECH SPEC: TOYOTA AE86

OEM rear callipers for handbrake; waterjet-cut aluminium mounting plate for Tilton pedal set; Tilton pedal set with 75 Series master cylinders and throttle linkage; hydraulic handbrake; HEL custom brake lines; OEM handbrake (modified lever).

### INTERIOR

AIM MXL digi dash; custom multi-point rollcage; KEY'S deep-dish steering wheel; quick-release boss; flocked dash; carbon fibre centre console switch plate with various switches and LEDs; Bride Graduation Low Max bucket seats; Takata green Race 4-point harnesses with aircraft-style buckles; carbon fibre doorcards; carbon fibre rollcage protectors; TRS door pull straps; TRD gearknob; WRE aluminium drivers heel rest.

### THANKS

Craig at Rukus Customs for the paintwork and his work to make the bodykit fit the wide arches; Paul Blamire for the wiring loom and mapping of the ECU; Miguel at Neweraparts for the Japanese parts (JBlood, Run Free, Bride, RS Watanabe); Dave Rowe of EPS Motorsport for wiring modifications; Jon Webster of Webster Race Engineering (WRE) for the exhaust system.



### OWN IT

As mentioned in the feature this stunning car is now up for grabs. Perfection and exclusivity like this doesn't come cheap so only serious petrol heads need apply. If you're interested in owning the best AE86 in Europe head over to Appreciating Classics and book a viewing before Conrad changes his mind.

[www.appreciating-classics.com](http://www.appreciating-classics.com)





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**T**he Koreans are coming, there's no doubt about that. The recent launch of the Kia Stinger GT S and Hyundai i30 N show that South Korean manufacturers aren't just playing catch-up any more – they're major players on a level global field. Wisecracks about crappy build quality are a thing of the past.

It's easy to forget, given how colossal the Japanese auto industry is in 2018, that this was exactly the position Japan was in during the 1970s and '80s. People in the West saw their products as a bit of a joke, just cheap try-hard rubbish. But the tech was pukka and the quality was increasing all the time.

Nowadays we see Japanese cars everywhere, the reputational bias has long gone. And they've been world-leaders as a manufacturing nation for decades. European Car of the Year, International Car of the Year, World Car of the Year – Japanese cars have won these titles countless times over. Their best and brightest fuse race-car engine tech with advanced and poised chassis, with the trump card being everyday reliability at the same time: the Honda NSX, Nissan GT-R, Mazda MX-5, they're Jekyll-and-Hyde cars that'll happily bumble to work on the daily commute while observing sensible service schedules, then spend the weekend monsterring track days.

So we've brought together our favourite wasabi-infused creations in a celebration of all things four-wheeled from the land of the rising sun: focusing on the road cars (because drawing in race cars would have this list tripling in size), here are our top 25 Japanese cars of all time...

# TOP 25 JAPANESE CARS OF ALL TIME



## See 'em live...

While it's all very nice seeing these cars on two dimensional magazine pages, you could be seeing them in all their 3D glory at Europe's Biggest Japanese Car Show, **Japfest on May 6.**

Japfest takes place at the home of UK motorsport, Silverstone, and is attended by thousands of Japanese car enthusiasts and their iconic Japanese rides. There's a good chance that you'll see a lot of the cars mentioned on the track too, either taking part in an anniversary display, public track time or the Drift King's competition. It'll be like stepping inside of a Fast Car magazine!

For more information and to buy your tickets hit: [www.japfest.co.uk](http://www.japfest.co.uk)



# JAPANESE SPECIAL: TOP 25 JAPANESE CARS OF ALL TIME

## SUBARU IMPREZA 22B

The Impreza, launched in 1992, was crafted as a crisply-styled housing for the firm's latest engine, the EJ, conceived as a modern successor to the old EA boxer that had been marching on since the mid-1960s. By the same token, the Impreza was the replacement for the Leone, a car that few but the JDM hardcore remember with any great affection. It's safe to say that the combination of the new engine, the vibrant chassis, and a frisson of rally magic ensured the Impreza's place in the pantheon of all-time greats. To a generation raised on Gran Turismo and old-school Fast Car, this was the car to have, with its aggressive spoilers and wubba-wubba-wubba idle. Sure, there had been fast AWD road cars before, wearing Quattro or Integrale badges, but the Impreza's unique hook was its combination of ruggedness and reliability alongside all that hilarious performance.

Over its various generations, the Impreza's become known as a car of millions of confusing and slightly different special editions, but the real unicorn is the 22B: just 424 were sold globally; 400 in Japan (the entire run selling out in under 30 minutes!), and only 16 officially came to the UK – cramming its pumped-up two-door shell with a 2.2-litre motor and adjustable aero. Subaru built it to commemorate their third consecutive WRC manufacturer's title as well as the company's 40th anniversary, and threw the entire motorsport parts bin at it. It's a widebody rally car with numberplates, and it's bloody expensive. A couple of years ago you could get one for £40k. In 2018, it's more like £90k.



## MITSUBISHI EVO VI MÄKINEN EDITION

Well, if you've got an Impreza in the list then you've got to have an Evo too, haven't you? They're the age-old sparring partners, the Tom and Jerry of 1990s rally headbanging.

As the name suggests, Mitsubishi's Evo series of Lancers steadily evolved over many years, from the original Evolution of 1992 to the angry-faced Evo X built from 2007-16. For many enthusiasts, the Evo VI (1999-2001) is the holy grail, the real sweet spot when the road car was offered with huge front foglights, a fairground-massive rear spoiler, and comfortably over 300bhp.

Ask most motoring journalists – y'know, those proper ones who get invited to launches and know stuff about Euro 5 emission regulations and solid-state batteries – and they'll put the Evo VI Mäkinen Edition in their Top 10 Drivers' Cars of All Time lists. Why? Just look at it, it's terrifying, and the spec list is immense – it came with a quicker-spooling titanium turbo, extensive chassis bracing, lightweight Enkei wheels, Brembo brakes, Recaro seats, lower suspension and a quicker steering rack. It was Mitsubishi's response to the Impreza 22B, and brilliantly, while the performance is comparable, the Mäkinen Edition is a bit more affordable. Over 3,000 were built (250 as official UK models), and you can get one today for under £20k. In your face, Subaru.





### NISSAN SKYLINE GT-R (R32)

People apply the term 'Godzilla' pretty broadly to Skylines of various generations, but the true Godzilla Skyline is the R32-generation GT-R. Why? Because it's a terrifying, unstoppable monster that frickin' ate Tokyo, that's why.

Consider the sports car scene that existed back in 1989 when this crazy thing was launched. The Porsche 944 S2 had just come out, offering 208bhp. The Lotus Esprit had just been revised with a chargecooler and multipoint-injection, and that had 260bhp. And then Nissan casually swaggered in with the considerably cheaper Skyline GT-R, boasting 276bhp, bulletproof daily-driver reliability, and room inside for the whole family plus the weekly shop.

Its chassis was insanely clever, with ATTESA E-TS all-wheel-drive and lots of other tricks, and its development was laser-focused on one thing: Group A Touring Car racing. In their first year out, GT-Rs won all 29 races of the Japanese Touring Car Championship, then took victory at the 1991 Spa 24 Hour, before winning three Group A Championships in a row in Australia, which annoyed the Aussies so much that they banned it. The R32 was unstoppable.

Oh, and the claimed 276bhp figure for the road car was simply due to Japan's 'gentlemen's agreement' on horsepower figures. Godzilla had more like 320bhp.



# JAPANESE SPECIAL TOP 25 JAPANESE CARS OF ALL TIME

## MAZDA MX-5 (NA)

The original MX-5 is one of the finest drivers' cars ever built. That's just obvious. Like saying water is wet, it doesn't need pointing out. And it blows our minds that you can still pick them up so cheaply – why doesn't everyone own one?!

The model was a game-changer when it was launched back in 1989. Its combination of eager performance and everyday usability, along with its cuteness and clear aesthetic debt to the European roadsters of yore, proved to be a winning formula –

Mazda shifted bucketloads of them. The designers took the spirit of the Triumph Spitfire and Alfa Romeo Spider, wrapped it all up in a package shamelessly cribbed from the Lotus Elan, and stuffed it full of bulletproof modern mechanicals.

They even tuned the exhaust to sound like a classic British roadster's. It had pop-up headlights too, and they're always heaps of fun.

The MX-5 came with a perky little twin-cam motor – 115bhp 1.6 in early cars,

131bhp 1.8 in later ones – and probably the best gearbox ever made. You sit low and snug, and steer it with your hips like a Caterham.

Best of all, with that body design so blatantly stolen from the Elan, it's now genuinely possible to buy what is effectively a budget Lotus that will always be faultlessly reliable, for far less than the current cost of a rusty Fiesta.

Look as hard as you like, you won't find a downside. This car is an everyman legend.



## HONDA INTEGRA TYPE R (DC2)

'The R stands for Racing'. That's what the brochures said at the time, and Honda really weren't messing about. The first Type R model to officially be sold in the UK, the DC2 Integra took the menace of the JDM NSX-R and made it more accessible. The Japanese market had enjoyed the DC2 from 1995, and it officially came to UK dealerships in '97. (The headlights are a giveaway – quad rounds for UK cars, rectangles for JDM.) Honda's starting point was to take the B18C1 engine from the Integra GS-R and rework the thing for more of a road-racer application: molybdenum-coated aluminium pistons, a bigger throttle body, stronger conrods, reshaped intake valves and a bigger exhaust, transmogrifying the powerplant into the B18C Spec-R. These were handbuilt engines, ported and polished by firm but dainty fingers, and they revved harder than most people could have ever expected. The numbers on the tachometer go all the way up to 10! Peak power – 187bhp – arrives at 8,000rpm, with your safety-redline set at a quite silly 9k.

Because the car was intended for Group N racing homologation, the entire bodyshell was strengthened with thicker steel along any potential stress points; the suspension was lowered, the bushes and anti-roll bars thickened up, aluminium strut braces arrived at either end and – the pièce de résistance – a helical LSD was bolted in.

With a pared-back approach to weight-saving, the DC2 tipped the scales at just 1,140kg. It was, by any measure, an instant classic. And that's still true today. This is, without a shadow of a doubt, one of the greatest cars ever built.





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# JAPANESE SPECIAL TOP 25 JAPANESE CARS OF ALL TIME

## DATSUN 240Z

Zed cars (or Zee cars, if you're on the other side of the Atlantic) have always been off-the-charts cool, and the 240Z is the granddaddy of them all. Launched way back in 1969, the S30-series – sold as the Nissan Fairlady Z in Japan, and the Datsun 240Z in other markets – aimed to provide a halo effect over the Nissan/Datsun brand. It took the name of a series of roadsters – 'Fairlady' – that had been built to go head-to-head with the popular British offerings of the era, and owed an unashamed stylistic debt to the Jaguar E-Type. Its long nose, squat cab and GT ethos were all very Jaguar, although the performance was thoroughly Japanese, with domestic models enjoying a 130bhp 2.0-litre straight-six and export cars featuring a twin-carbed 2.4-litre with 150bhp.

The fun part is that old Datsuns are basically like Meccano. You just unbolt bits and bolt other bits in, and since the Z car line evolved over so many years, it's very easy to slam in a bigger 2.6-litre motor from a 260Z, or a 2.8 from a 280Z... naturally it's a bit trickier to shoehorn in the 3.7-litre V6 from the new-era 370Z. But don't let us hold you back. If you can get it working, we'll send a photographer round, deal?



## MAZDA 787B

OK, we did say we'd only focus on the road cars for this list, but we just couldn't leave the 787B out. It's too important.

This was the car that made Mazda the first and only manufacturer to win the Le Mans 24 Hour. In 1990, Mazda brought a clutch of early 787s to Le Mans but it didn't go very well (if you want to be pedantic, it's not ideal when race cars catch fire). But they returned in 1991 having evolved the model into the 787B, and things went quite a lot better. The boffins changed the intake and management system for reliability as well as tweaking the chassis for improved handling, and the #55 car was painted in lurid orange and green livery (unlike the other white-and-blue Mazdas). After the poor showing in 1990, no-one was expecting much from the 787B, but it blew everyone's minds by taking the win. The only mishap it suffered over the course of the race was a blown headlight bulb.

This, then, is the only Japanese car, and the only rotary-engined car, ever to win that iconic race. Oh, and what an engine it is – the R26B is a four-rotor screamer with peripheral intake ports, continually variable geometry intakes, and 900bhp. And it sits inside arguably the greatest Japanese race car of all time.



## MITSUBISHI ECLIPSE

Unlike all of the other cars in this list, the Eclipse is not here because it's particularly good. It's here because of what it represents. When *The Fast And The Furious* came out in 2001, it plunged UK car culture into the world of JDM/USDM tuning with such ferocity, it was like being woken up in the morning with a bucket of ice water sloshed over your head.

Suddenly everyone wanted a car with lurid paint and cheesy full-length graphics and a massive aluminium boot spoiler. And most of all, that unmistakable rasp of a hot Japanese motor.

Brian O'Conner's bright green 1995 Eclipse may be the butt of jokes about 'Danger to manifold!', endless unnecessary gear-changes and an inability to drive in a straight line without spinning out, but it's an essential part of early-2000s car culture. We're not putting all Ec'lipses into the list, just this one specific car: the bright green one, with the Robo Car Armor bodykit, the roof scoop, and the twin NOS tanks. It's not how you stand by your car, it's how you race your car. And no-one likes the tuna here.







### **TOYOTA SUPRA TT (MK4)**

Much like the FD RX-7, the Mk4 Supra is a car that somehow hasn't aged at all. It's just gorgeous, isn't it? The Dorian Gray of cars, it gets up to all kinds of hedonistic mischief and never gets a day older.

After an intense four years of development under the guidance of chief engineer Isao Tsuzuki, the Mk4 broke cover at the 1993 Chicago Motor Show, proving beyond all doubt how bullish the Japanese firms were about smothering the American market with their ballistic 2+2 supercoupés. Its sumptuous curves were unlike anything Toyota had marketed before, the design stunningly fluid and perfectly-judged. The hilariously tall rear spoiler was a statement of intent, while the figures of that hyperintelligent 2JZ motor really spoke for themselves.

As well as shoving a whole load more power into the Supra formula, the slinky Mk4 was actually shorter, lower and more svelte than the Mk3 it replaced, ably demonstrating that you can have more fun tinkering with the power-to-weight equation if you muck about with both figures. And while the car was, on paper, a sensible-ish four-seater boulevardier, its performance was enough to keep the supercars of the era on their toes. Period road tests demonstrated how the Porsche 911 Turbo 3.6 simply couldn't keep up with it; the 2JZ straight-six was little short of magical, with 90 percent of its torque arriving at just 1,300rpm. The Mk4 was largely unbeatable. It had a better power-to-weight ratio than a Ferrari 348, and despite the gentlemen's-agreement claim of 276bhp, the UK-spec twin-turbo manual Supra actually had 326bhp. Awesome.





# JAPANESE SPECIAL TOP 25 JAPANESE CARS OF ALL TIME

## TOYOTA YARIS GRMN

Superminis and hot hatches have got a bit out of hand in recent years. Obviously we'd never say that any car has too much power (If power corrupts, we're always eager to be corrupted), but the numbers have gone a bit nuts.

Back in the 1990s, anyone running 300bhp+ on a road-going hatchback was treated like a god, and rightly so. But nowadays that's just how much you need to be taken seriously, even in a totally standard car.

The new Toyota Yaris GRMN is here to hit the reset button. To remind us that superminis don't strictly need to be insanely powerful, they just need to be fun. GRMN stands for 'Gazoo Racing, Meisters of the Nürburgring', which is amusing in itself, and the perky little scrabbler has a supercharged 1.8 four-pot, an LSD, and a very chuckable little chassis. Peak power is 209bhp, which won't win you any pub arguments, but you won't be in the pub – you'll be relentlessly haring down your local country lanes having a rare old time.

Is this honestly one of the top 25 Japanese cars ever, does it really deserve to be in this list? Yeah, we reckon so. Because it's easy to get caught up in the posturing silliness of spec-level arguments, and this is a welcome reality check. It's just a genuinely fun car. And the world needs more fun.



## DAIHATSU COMPAGNO BERLINA

This is, in a quietly anonymous fashion, one of the most significant Japanese cars in the UK. The Daihatsu Compagno was built between 1963-70 as a two and four-door saloon, van, pick-up truck and cabriolet, and enjoyed reasonable success in Japan. At the 1964 British Motor Show, Dufay (Birmingham) Ltd announced their intention to officially import the Compagno. This, in hindsight, was a huge moment, although few people really noticed at the time.

The first imports arrived in '65, making this the first Japanese car ever to be officially sold in the UK. The variant you see here, a two-door Berlina, arrived in Deluxe trim, meaning an Italianate dash design and a rakish three-spoke Nardi wheel, and it also boasted such so-hot-right-now features as reclining seats, a heater, a clock, a radio, a reversing light, and wing mirrors. Heady stuff.

Unfortunately, it was screwed by import duties. Once all the fees had been paid, it retailed at £799 – about £200 more than a Ford Anglia Super. It was a sales disaster.

Guess how many they sold over here? Six. Not six hundred. Just six cars. And this is one of them. In fact, this one's the original press demonstrator, a car that aimed to show the British public Japanese cars were a serious and viable option, as well-made and reliable transportation, but actually accidentally suggested that paying a premium over domestic goods for a ladder chassis and a top speed of 66mph wasn't all that tantalising a prospect.

Still, as the first Japanese car on sale in Britain, this was the start of something massive.

## TOYOTA MR2 (W20)

The second-generation MR2 represents a pretty magical thing today: a bona fide mid-engined sports car that you can pick up on the cheap and not worry too much about it breaking down.

Being mid-engined carries a huge amount of kudos, and when Toyota launched the Mk1 MR2 back in 1984 they created something joyful – a willing little toy with the twin-cam from the AE86 Corolla and character in spades. But it was the launch of the W20 (Mk2) in 1989 that really knocked things up a notch.

Bigger engines, sturdier transmissions, vastly improved suspension, plus an interior that could almost pass for GT levels of refinement.

Toyota were deadly serious about this car and roped in motorsport legend Dan Gurney to aid with its development. A bewildering array of options emerged, with T-top roofs on the list along with luxurious interiors, swanky stereos, and quite a few engine specs – and the one that really got hearts racing was the GT-S, with its big-hearted turbo motor and not too much of the heavy luxury stuff.

As countless Fast Car features have demonstrated over the years, these little two-seaters can be tuned up to insane levels of power. It really does deserve its 'baby Ferrari' reputation.





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# JAPANESE SPECIAL TOP 25 JAPANESE CARS OF ALL TIME

## HONDA NSX

When the NSX was unveiled at the 1989 Chicago Auto Show, it was met with genuine confusion. A Honda that wanted to be a rival to Ferrari? How unlikely! But Honda were deadly serious.

It may have shared a badge with your mum's Civic, but the NSX had a few tricks up its exquisitely tailored sleeve. The all-aluminium quad-cam VTEC V6 mounted amidships produced an urgent 270bhp at 7,300rpm, which was more than enough to overwhelm the rear tyres in a shell weighing 1,340kg. The chassis was specifically designed to offer a sublime duality for the driver: supercar tactility with Civic-esque ease of use, making a hero of the average Joe.

Ayrton Senna helped to develop the car, and there's absolutely nothing cooler you can say about a car than that. He even used one as a promo on race weekends, famously being pulled over for speeding in his NSX en route to the British Grand Prix.

Sadly for Honda, cachet is a significant element in the supercar matrix and they were never likely to coax too many people from Ferrari showrooms, no matter how capable the offering.

In a surprisingly lengthy 16-year production run, fewer than 20,000 examples were sold. The market's caught on today, and people have started to realise that actually the NSX knocks its contemporary supercar rivals into a cocked hat – while they're all puddling oil in their heated garages, NSXs are still usable daily drivers.



## MITSUBISHI STARION

The story behind the Starion's name is purely apocryphal, but amusing. The tale goes that the suits at Mitsubishi wanted a strong, powerful name for their new coupé, one that would evoke similar emotion to Ford's Mustang or their own Colt. So they decided upon Stallion... and Japanese phonetics did the rest.

All right, it's probably cobbles. But let's not forget that this is the same company which named one of their models Pajero – a Spanish term for a person who excessively masturbates.

To be fair to the Starion, the name is a tiny element of the whole. It could have been named the Mitsubishi Genocide and it wouldn't make a difference. It's a shamefully under-acknowledged car – the Japanese Capri. The credentials speak for themselves: pitched as a rival to the Toyota Supra, the Nissan 300ZX Turbo and Porsche 924 Turbo, it combined Mitsubishi's expertise in building strong engines with their penchant for nailing a sodding great turbo to their cars and winding up the boost to see what happened. Interestingly, the Starion came close to being homologated for Group B rallying before the series was cancelled.

The Starion may not quite be remembered as 'too fast to race', but it was at least too fast to make any bloody sense. This is what's so loveable about the Japanese auto industry; each new sports model in the 1980s seemed to be following a European design template until some backroom nutjob got distracted, hijacked the project and whacked an insane motor under the bonnet. Just to see what would happen. If only all companies were run that way.



## LEXUS LFA

The Lexus LFA, launched in 2010, was the result of a glacial gestation. Development began way back in 2000, with the first prototype spied testing in 2003. The first official LFA concept debuted at the Detroit Motor Show in 2005, but by 2007 they'd decided to tear the whole thing down, go back to the drawing board and replace the aluminium frame with a carbon-fibre tub. In '08 the idea of a V10 engine emerged, more concepts were played with, and the final, production-ready, hyphenless LFA popped up at the Tokyo Motor Show in October 2009, going on sale a few months later.

It's a staggering thing, too. You can see how it took them 10 years to finish. The bespoke 4.8-litre V10 produces 560bhp at a lunatic 8,400rpm, and it revs so fast that it needs a full digital dash inside – traditional analogue dials just can't keep up. Indeed, Lexus claim that it can rev from idle to redline in 0.6 seconds, which is frankly some sort of witchcraft; they've basically found a way to ignore physics. Probably best not to ask how.

The car is compact (well, considering the huge mechanicals it has to house), lithe, nimble, lightweight, and racetrack-honed for astonishing handling. One of the most incredible cars ever built. Baffling how such a racy machine could be allowed to have numberplates.





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# JAPANESE SPECIAL TOP 25 JAPANESE CARS OF ALL TIME

## NISSAN SILEIGHTY

S-chassis Nissans are the cars that got a generation drifting. Compact RWD coupés with turbo power from the SR20DET or CA18DET teach endless analogue lessons about slip angles, and the tuner culture around these cars is written in stone. So which one to choose for our Top 25 list? The ubiquitous S14, the angry S15? Actually no, our favourite is the SilEighty...

When you strip it down to the bare bones, a SilEighty is a Nissan 180SX with the front end of an S13 Silvia bolted on (it's a portmanteau of the two model names – Sil-80, see?). The idea grew from Japanese street racers who replaced their 180SXs' front ends, either to repair damage or just for lightness, with the simpler fixed-headlight nose of the Silvia. It's also, of course, possible to do the conversion the other way around – 180SX nose on a Silvia – which results in a Onevia.

Countless home-brewed SilEighties existed in period, and tuning shop Kids Heart went on to bolt together 500 or so in the late-nineties with various performance mods thrown in. These 'official' examples (as in 'standardised', rather than 'Nissan-sanctioned' – Kids Heart built the cars with the approval of various Nissan dealers for them to sell) took Kouki 180SX Type-Xs, grafted on Silvia faces, remapped the ECUs, turned the boost up, and ended up with 230bhp. Proudly wearing SilEighty badges, their uprated suspension and LSDs made for keen drifting abilities. It's this formula that's kept people wrenching together their own SilEighties ever since.



## MAZDA RX500

The RX500 first broke cover at the 1970 Tokyo Motor Show. As well as looking off-the-charts wicked, like some kind of zany sci-fi spacecraft, it had actually been developed as a mobile test-bed for high speed safety. It weighed under 600kg thanks to its plastic body, and the 247bhp mid-mounted Wankel rotary engine propelled it to the heady heights of 145mph+. Those fairground disco lights at the rear were more than just a colourful retro affectation. They served as part of the safety programme: the green lights illuminated when accelerating, the yellow lights indicated cruising at a constant speed, and of course the red ones were brake lights. They increased in number and intensity depending on how hard the driver was braking. Nifty, huh? The cabin was entered via forward-swinging butterfly doors, while gullwing panels provided access to the engine.

As is so often the case with concept cars – transitory things that they are – it was packed up shortly after the 1970 show and largely forgotten... Until 2008, that is. When it was rediscovered, lightly restored, and put on display at the Hiroshima City Transport Museum. (The pictures you see here show it at the 2014 Goodwood Festival of Speed – the first time it ever left Japan.) It's just a shame it never made it to production.

Imagine a world where people actually drove stuff like this, it'd be spectacular.



## AUTOZAM AZ-1

If you thought gullwing doors were the sole preserve of the supercar, get a load of the totally deranged Autozam AZ-1.

You may be familiar with the concept of the Kei car? Basically, because Japan's cities are so hideously overpopulated, these cars (or trucks, or vans) are built to fit inside a tiny footprint to ensure there's space to park them all, and they're not allowed to have an engine bigger than 660cc. But rather than use this formula to create a boring little hatchback, the Autozam AZ-1 is a mid-engined gullwinged sports car, shrunk down to teeny-tiny size.

Manufactured by Suzuki (and then, somewhat confusingly, officially sold by Mazda), a lot of the development work actually happened in the UK, despite it only ever being aimed at the Japanese market. Unfortunately, it was launched at the wrong time – Japan was in the midst of a recession, and the AZ-1 was more expensive than other Kei sports cars like the Suzuki Cappuccino and Honda Beat, while its midship layout also made it more cramped and less practical. The Autozam dealer network had difficulty shifting them, and fewer than 4,500 were built (compared to over 28,000 Cappuccinos and 33,000 Beats).

Bit of a rarity today, then. And just look at it, it's magnificent. Like a real-life Hot Wheels car.







### NISSAN GT-R [R35]

It was the R32 Skyline GT-R that first enjoyed the Godzilla nickname, as we've discussed, but it's continued with impressive persistence right through to today's R35.

We all know the factoids and titbits that make the R35 so special – the nitrogen-filled tyres on knurled rims, the PlayStation-like interface, the plasma-coated cylinder bores. It's hard to believe it's been with us as a showroom model for over 10 years. It still seems so fresh. It's a giant-killer, an establishment-upsetter, a stealth missile, with an absurd amount of horsepower and cunning technology for what is, relatively speaking, a bargain price.

The GT-R was designed to annoy Porsche 911 owners, and with such a smörgåsbord of rich, succulent technology, it's pretty much the perfect everyday supercar. A gruff and jagged Godzilla, built to obliterate all in its path in a hellstorm of swishing hydrocarbons. Impossible to improve on, right?

No, bang wrong. And that's what's won it a place on our list. Sure, those stuffy pipe-and-slippers magazines will always fawn over the GT-R for its astounding factory spec (and, at launch, Nissan claimed it was 'impossible to tune'), but you're reading *Fast Car*. So you know that the R35 is one of the top tuner cars of the modern age. With deep enough pockets, they can go well over 1,000bhp and still remain everyday-usable.



# JAPANESE SPECIAL TOP 25 JAPANESE CARS OF ALL TIME

## TOYOTA SERA

The AZ-1 wasn't the only small Japanese car with crazy doors. While too big to be a Kei car, the Sera is still a pretty compact proposition. Its main hook is the fact that its huge glasshouse all hinges upwards from the middle, to give you a really widescreen view of the interior. All right, it's not a particularly impressive interior, but the doors themselves are pretty amazing.

Sadly it's a lot less sporty than it looks; the only engine on offer was a 1.5-litre offering around 110bhp. But it's easy enough to swap in the engine from a Starlet Turbo, which gives you 135bhp right out of the box, and then uprating the turbo, intercooler, and fuelling can get you up to 250bhp, which would be very entertaining in a car that only weighs 930kg.

This car's coolest boast? Gordon Murray cites the Sera's door design as his inspiration for the doors on the McLaren F1. Genuine supercar design for a couple of grand? That's why the Sera has made it on to this exclusive list.



## HONDA CIVIC TYPE R (FK8)

It was really hard to choose which CTR to put in this list. The EK9 is an astonishing creation, a genuine race car for the road. The EP3 is an absolute loon, with an engine that just gives and gives, and it loves to cock a wheel in the corners. But the FK8? Man, that thing's an animal.

It has a top speed of 169mph, which is an utterly absurd claim for a hot hatch – but, having tested it out on an unrestricted section of the autobahn, we can confirm that it actually does go that fast. And while it's doing so, you can hear the aerodynamics working. There's a comical sucking noise from the rear spoiler.

It'll lap the Nordschleife in 7m 43s, it's got incredible suspension that allows it to corner near-enough completely flat, it only weighs 1,380kg, the LSD is supernatural, and the Brembo brakes are just devastating. It wasn't all that long ago that a machine boasting these kind of specs would be revered as a world-beating supercar. But today? It's a £30k family hatchback that'll happily shuttle your gran to the Lyons Corner House in supreme comfort while returning impressive mpg.

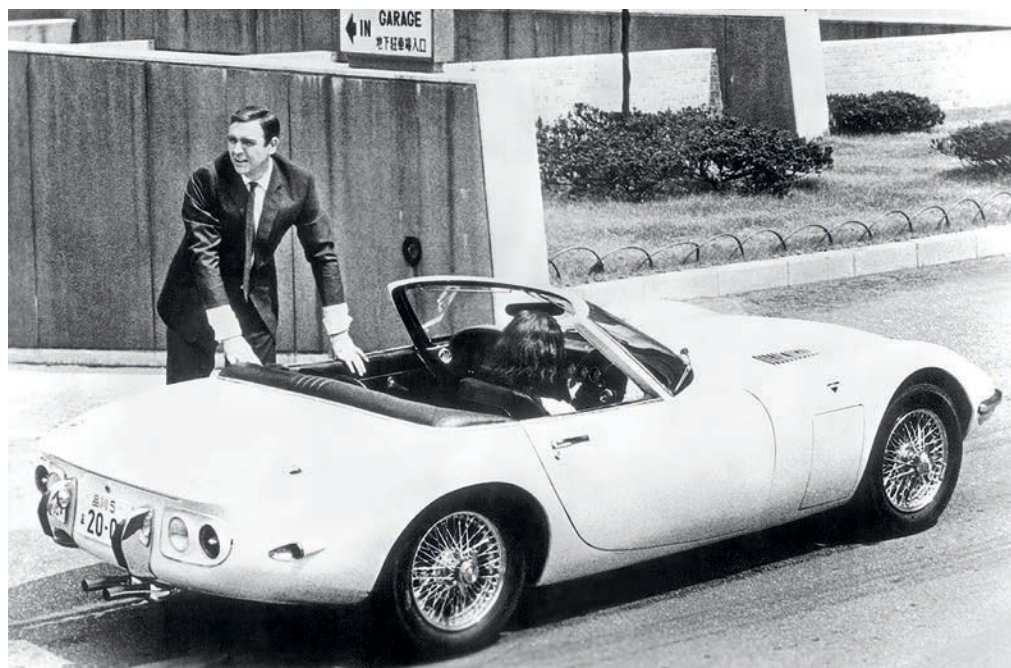
Japan have been developing ground-breaking and genre-redefining cars for generations. The FK8 Type R is the crowning glory of their achievements so far. It's affordable, and yet it does pretty much everything you could ever want a car to do.

## TOYOTA 2000GT

Developed in collaboration with Yamaha, the 2000GT is one of the most beautiful things ever crafted. And we're not just talking about cars – this thing blows the Mona Lisa into the weeds, then comes back again to dump the Hanging Gardens of Babylon all over her dowdy grey smock.

Built under licence by Yamaha between 1967-70, you'd be forgiven for not having seen one of these things in the metal – only 351 of them were ever built. Often referred to as the first Japanese supercar, it was a compact, front-engined, rear-wheel-drive poppet of compact proportions, with a low kerb-weight thanks to its aluminium construction and a roof just 46 inches from the ground. The engine was a 2.0-litre straight-six based on the Toyota Crown unit, but with a fancy Yamaha twin-cam head (kind of like an early BEAMS engine), sucking fuel through three twin-choke Solex carbs. It was sporty, exotic, expensive – it cost quite a bit more than a Porsche 911 – and, thanks to Yamaha's limited production capabilities, very scarce.

Perhaps most dashing of all, James Bond drove a convertible 2000GT in *You Only Live Twice*. They built a couple of drop-tops just for 007. How cool is that?





### **TOYOTA COROLLA (AE86)**

The AE86-generation Corolla is basically Japan's answer to the Mk2 Escort – lightweight, rear-wheel-drive, rev-happy motor, willingness to wag its tail on demand.

With 35 years having passed since Toyota first unleashed the AE86 onto the world, it's hard to know whether they had an inkling back then of just how iconic and revered the model would become. Yes, they presumably had a fair idea it'd be a hit among the more enthusiastic motoring public, given the sheer level of development and research that went into hammering the thing together. Twin-cam motors, and playfully honed chassis are not things that come together by accident. But the level of excitement that the AE86 still generates over three decades later would surely make the designers and engineers very proud indeed.

The great thing about the 'hachi-roku' is that there are a few variants to choose from (fixed-headlight Levin, pop-up light Trueno, hatchback, coupé), and each one acts as a blank canvas. People have been tweaking and honing these cheeky little poppets since they first blasted onto the scene, and there's pretty much nothing that hasn't been done to them. But what you're most likely to find them doing these days, of course, is drifting. Sure, it's a cliché, but everyone wants to paint an AE86 in Initial D livery and slide around some hairpins. The Corolla badge has been glued to some dull cars over the years, but the hachi-roku wasn't one of them. This is a real fireball, and a timeless classic.





# JAPANESE SPECIAL: TOP 25 JAPANESE CARS OF ALL TIME

## HONDA S2000

The best thing about the Honda S2000 is that it was just so hilariously unnecessary. They could have put any existing Honda engine into a roadster and it would have been good, but they decided to make one that revved to 9,200rpm, just for the hell of it. And then they fitted a sci-fi digital dash, just to make you feel like you were playing a video game while you were driving it. There was no need to do all that, and it was amazing that Honda did.

The F20C is, quite simply, a bonkers little motor. Its 237bhp arrives at 8,300rpm and it'll keep on howling up to that hysterical top-end, making full use of all kinds of ultra-futuristic race car tech. The car also had a Torsen LSD, a front-mid-engined layout, and perfect 50:50 weight distribution. There were all kinds of hidden secrets too, which fed the nerdy inclinations of enthusiasts. Carbon fibre syncros in the gearbox are just one of many details to make them salivate.

What's most pleasing of all is that to people who aren't really into cars, the S2000 is just another convertible. They don't give it a second glance. They have no idea it's basically a race car.



## MAZDA RX-7 (FD)

No manufacturer has put more effort into making the Wankel rotary engine work than Mazda, and by the time the FD-generation RX-7 launched in 1992 they'd really got into their stride. The FD was more than just a mad engine, however. Just look at that gorgeous design, it's a masterpiece. It's tricky to think of many cars that have passed their 25th birthday and could still pass for a new-ish model.

That engine though, it was pretty special. Featuring Japan's first mass-production sequential twin-turbo setup, the fabled 13B-REW twin-rotor motor offered stirring power to match a sparkling chassis, and the car's inclusion in the Gran Turismo

videogame franchise made it an instant object of desire for petrolhead teens the world over.

The front-mid-engined layout and hot hatch-like kerb weight made for a super-agile chassis, and the aftermarket started

exploring the FD's near-infinite tuning potential in no time at all. The Fast and the Furious did a lot to bolster its credentials too, but what really earns it a spot in this list is the hero factor. If you own a tuned rotary, you can use

phrases like 'bridge port' and 'ignition split timing' and 'triple rotor' that other car owners can't. The RX-7 is an icon and a legend, and it also buys you entry into an exclusive and wonderfully nerdy club.







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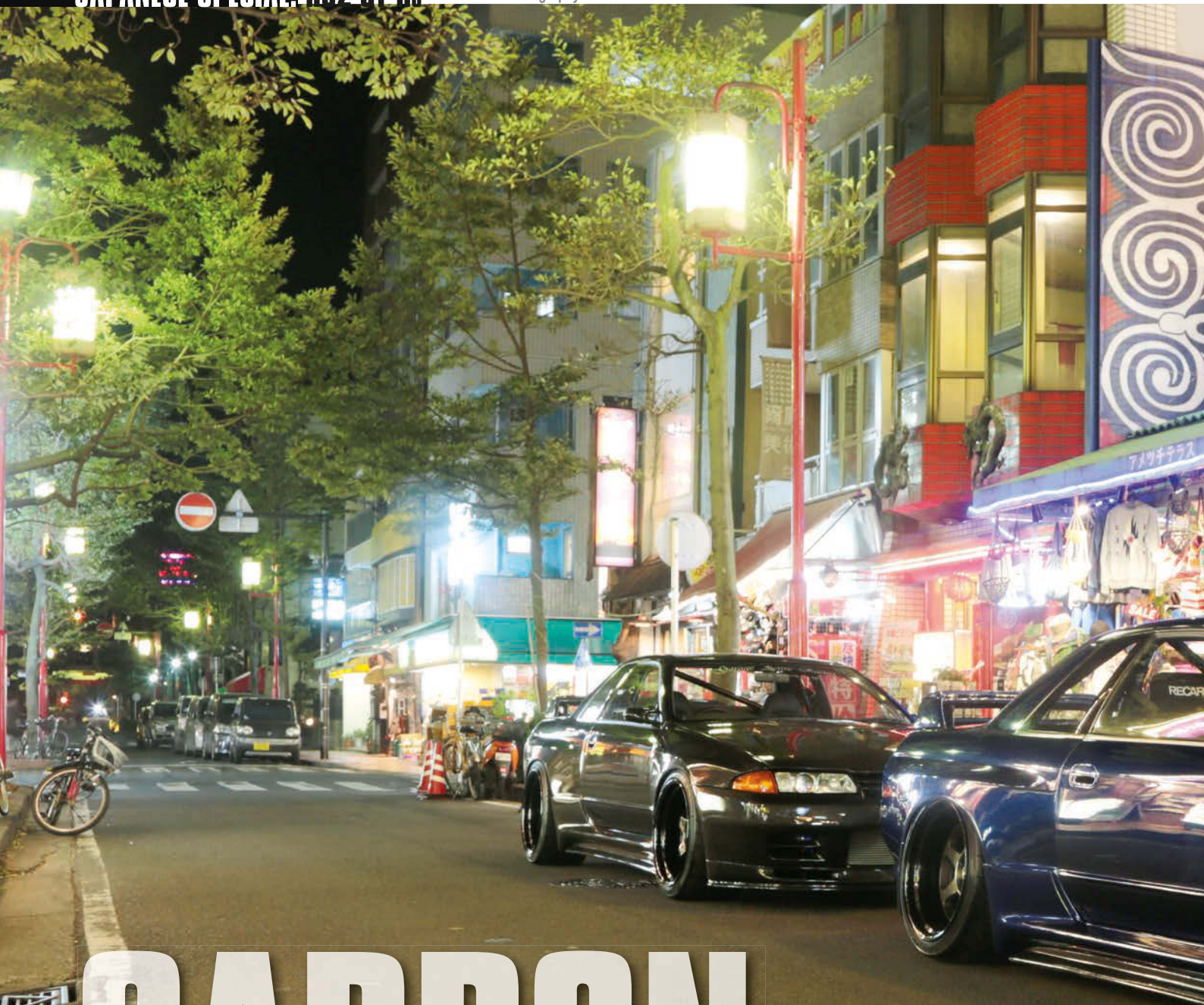


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# CARBON COPIES

*Garage Active are a company with a different approach to sourcing and selling cars! And here are two of their brightest stars...*







## JAPANESE SPECIAL: R32 GT-Rs

Street wise



What is it about older cars? The Japanese gems of the nineties have stolen a significant slice of our hearts, and it seems people just can't get enough of cars like the Skyline GT-R now. All this attention is driving up prices and getting your hands on affordable examples has become a gamble. But what happens if you aren't prepared to risk it? When only the best will do? When getting your hands on something truly unique is the only thing that matters? We've met up with a company that has taken a slightly different approach to sourcing and selling cars. Welcome to Garage Active, the Singer of the Skyline GT-R.

Tuner-built complete cars are nothing new. From the old days of Tommykaira versions of the GT-Rs to the legendary HKS Zero-R, big names have been doing it for a while now. But it's never really made sense up until now. You see with the BNR32 creeping steadily towards the 30 year-old mark. What better way is there to guarantee you are getting your hands on a decent car like having one rebuilt from the ground up? Singer does it with the 964 generation of the 911, Garage Active does it with the 32, offering no less than six different versions to choose from.

Wanting to find out more, we met up with the guys from Garage Active in Yokohama Chinatown where they brought their top tier



GT900R version alongside a GT600R – what they think will be the most popular middle-ground to the various packages they offer. Whichever you choose, from the GT400R all the way to the big daddy, will be fitted with their carbon-fibre widebody conversion, a signature detail that will make their cars instantly recognisable to those in the know. The pumped guards are aggressive and add substantial girth to the R32's



Oooh, what a lovely knob



Caged in





*All so shiny and new*



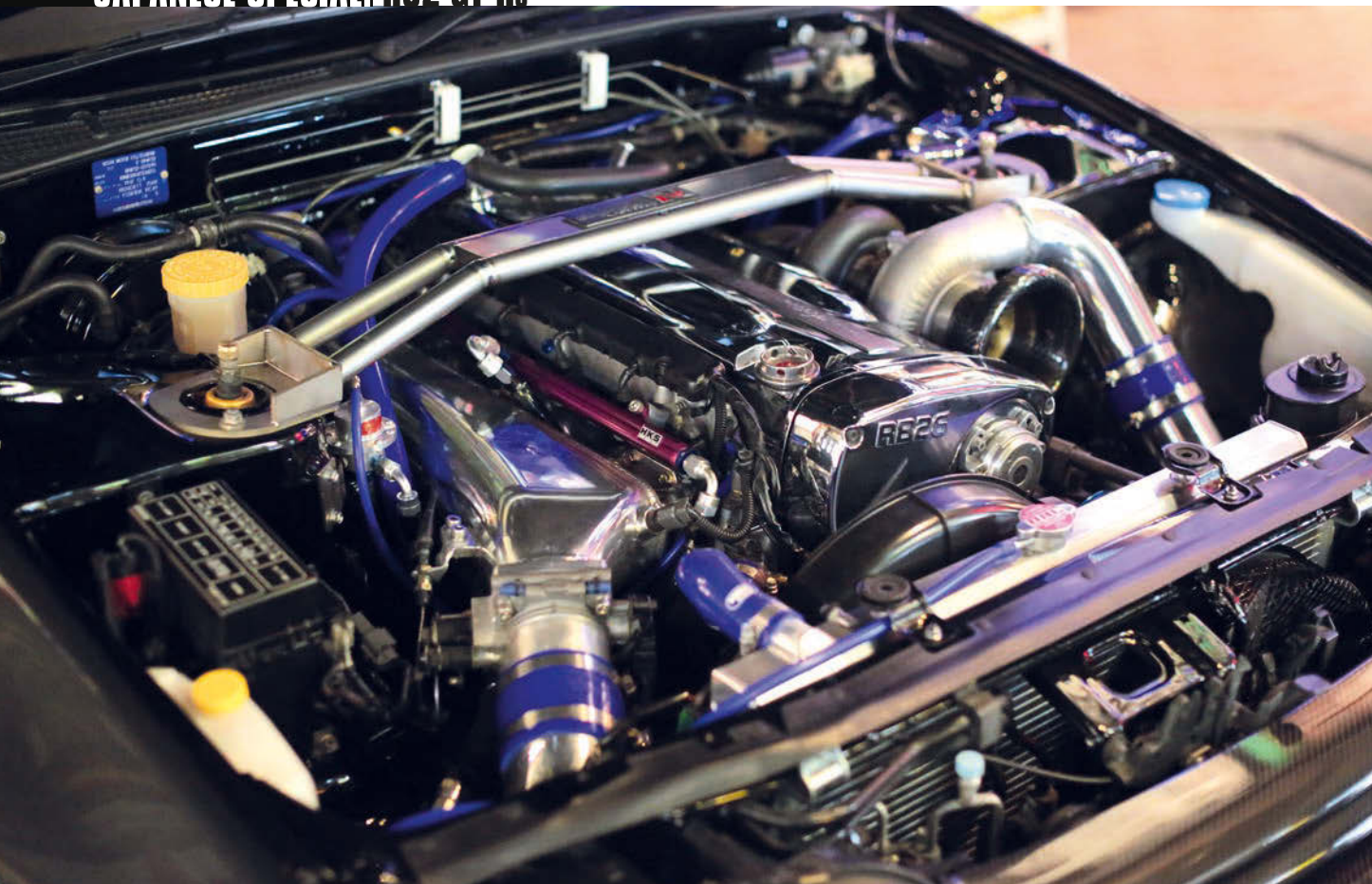
*The Golf clubs have to go on the passenger seat*



*Express being the key word*



## JAPANESE SPECIAL: R32 GT-Rs



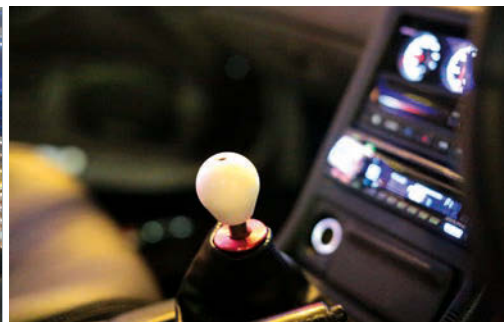
“Both cars sit low, but the blue example runs T-Demand air suspension at each corner”







*The 600R's cabin is trimmed in leather, right across the dashboard, doorcards and seats*



lines, but it's all been neatly integrated into the underlying design so that it in no way looks like a tacky addition. Quite the contrary, there's a certain factory race-car feel about these cars and the fact all the body work you see is executed in carbon just adds to the whole uniqueness of it all.

The blue paint on the GT900R has been kept porously translucent so that the weave is visible, while the GT600R only sports a few layers of clear as protection, mimicking the sort of finish you'd expect to find on a Pagani Huayra, not a Skyline. Work Meister three-piece rims were chosen for both cars, the GT600R receiving the old-school S1s and the

blue GT900R the newer L1's, 12-inch wide by 19-inch all round, taking full advantage of the newfound space under the arches. Both cars sit low but the blue example runs T-Demand air suspension at each corner that allows the car to be dumped onto the ground at the press of a button. It was mainly fitted to accentuate the looks when on display at shows, the other car runs HKS coilovers for a more performance oriented handling.

Pop open the bonnets and what you are greeted with is equally impressive as what we've seen aesthetically. Both RB26s are fully built, the 'lower spec' 600R running a 2.8L bottom end and HKS's new GTIII-4R single turbo conversion mated to an OS Giken sequential gearbox. As the name suggests it's good for 600-horses, and possibly a bit more depending on boost setting. The blue demo car runs an even wilder spec with a forged bottom end and a special NAPREC ported and polished head with wilder cams and the sort of valvetrain upgrades you see on drag motors. A bigger HKS GTIII 5R turbo is used, good for 800+ bhp and for those special moments there's a 100bhp nitrous oxide fogger waiting to be used. You machinegun through the gears via a





## JAPANESE SPECIAL: R32 GT-Rs



*Work Meister three-piece rims sit under both cars*

Hollinger sequential, while front and rear diffs have been upgraded with ATS LSD items.

The 600R's cabin is beautifully trimmed in leather, right across the dashboard, doorcards and seats with a half roll cage welded in to keep the ageing chassis nice and stiff. It's the perfect balance of luxury and performance, a car that will make you giggle with hypercar-like acceleration but easy enough to live with on a day to day basis. The 900R however is a bit of a contrast, a stripped interior, more intricate roll cage and only the front buckets remaining. There may be a leather-clad dash, but the factory doorcards have been binned and replaced with dry carbon items and the centre console eliminated and replaced with a moulded carbon cover onto which a variety of dials are located.

The pricing? The GT900R, the highest spec that's offered, comes complete for £155,000, while the GT600R is on sale at £115,000. £92,800 will get you the entry level GT400R, serious numbers for some pretty serious cars. The question here would be if sourcing a good base car and paying a tuner to build it using some of the best parts out on the market will end up costing you less? And that's not even taking into account an all-carbon wide body conversion. That Singer analogy we opened up with at the beginning makes a lot more sense now... 🏁



*What one would you choose? We'd have both*

## TECH SPEC: 600R GTIII-4R

## ENGINE

N1 block; HKS 2.8L stroker kit; HKS GTIII-4R turbo kit; HKS stainless steel exhaust manifold; HKS GTII external wastegate; HKS 272-degree camshafts (in/ex); HKS cam pulleys; HKS timing belt; HKS metal head gasket; N1 water pump; Garage Active induction pipe; HKS filter; HKS exhaust; HKS metal catalyst; 850cc/min injectors; Sard FPR; HKS fuel rail; HKS fuel pipe; Endless intake plenum; Hypertune 90mm throttle; HKS R-type intercooler; HKS R-type oil cooler; DRL aluminium radiator; HKS F-Con V Pro Ver. 3.4; HKS EVC6 boost controller.

## DRIVELINE

ATS triple plate clutch; OS Giken OS88 sequential transmission; ATS LSD.

## SUSPENSION &amp; BRAKES

HKS Hypermax IV coilovers; T-Demand/Garage Active adjustable arm kit; Garage Active 4-pots front and rear; 2-piece rotors (345mm front, 330mm rear).

## WHEELS &amp; TYRES

Work Meister S1 12x19in; Yokohama Advan Neova AD08R 295/30R19.

## EXTERIOR

Full Garage Active carbon-fibre widebody conversion.

## INTERIOR

Garage Active full leather interior.

## TECH SPEC: 900R GTIII-5R

## ENGINE

HKS 87mm forged pistons; HKS H-section connecting rods; HKS GTIII-5R turbo kit; dry carbon intake funnel; HKS stainless steel headers; HKS GTII external wastegate; RSE 292 degree/11.5 mm cams (in & ex); NAPREC full headwork; HKS cam pulleys; ATI crank damper pulley; large capacity oil pan; Garage Active special exhaust porting; HKS metal head gasket; HKS sports catalyst; 1150 cc/min injectors; Sard FPR; HKS fuel rail; twin Bosh Motorsports external fuel pumps; Proliner fuel lines; aluminium fuel tank; Hypertune intake plenum; Hypertune 90 mm throttle; HKS R-type intercooler; HKS R-type oil cooler; DRL radiator; NX nitrous oxide system – single fogger; HKS F-Con V Pro Ver.3.4; HKS EVC6 boost controller; HKS AF Knock amp; semi wiretucked engine bay.

## DRIVELINE

ATS triple plate carbon clutch; Hollinger sequential transmission; ATS LSD front and rear.

## SUSPENSION &amp; BRAKES

T-Demand air suspension; T-Demand/Garage Active adjustable arm kit; Garage Active 4-pots front and rear; 2-piece rotors (355mm front, 345mm rear).

## WHEELS &amp; TYRES

Work Meister L1 12Jx19in; Yokohama Advan Neova AD08R 295/30R19.

## EXTERIOR

Garage Active Carbon conversion: bumpers, front ducts, wide fenders, bonnet, bonnet lip, front grille, doors, A-pillar, C-pillar, roof, trunk, side skirts, front and rear diffusers, taillight bezels, rear wing, rear trunk spoiler, Gr A mirrors; Lexan glass all round.

## INTERIOR

Fully spot-welded body; one-off 42.7mm welded-in roll cage; A/B/C pillar gusseting; Recaro SPG and SR seats.



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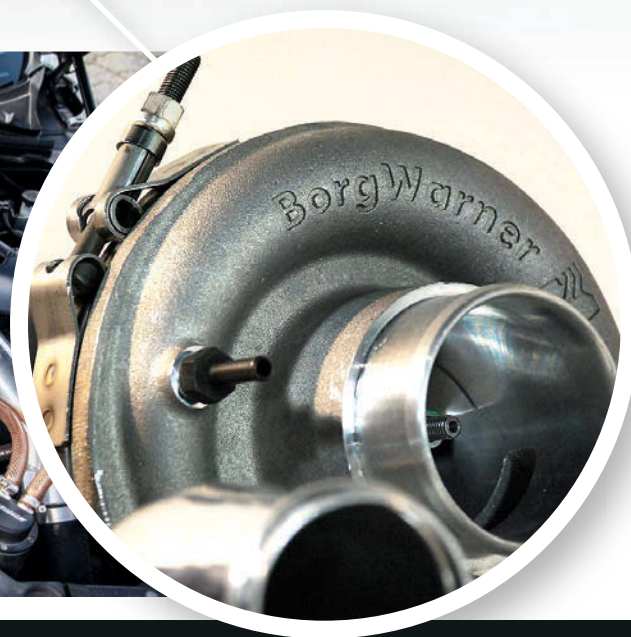
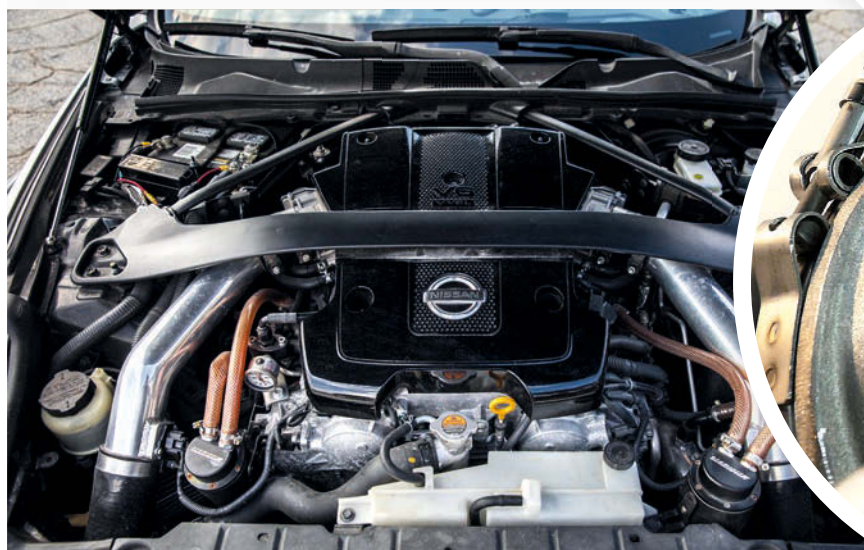
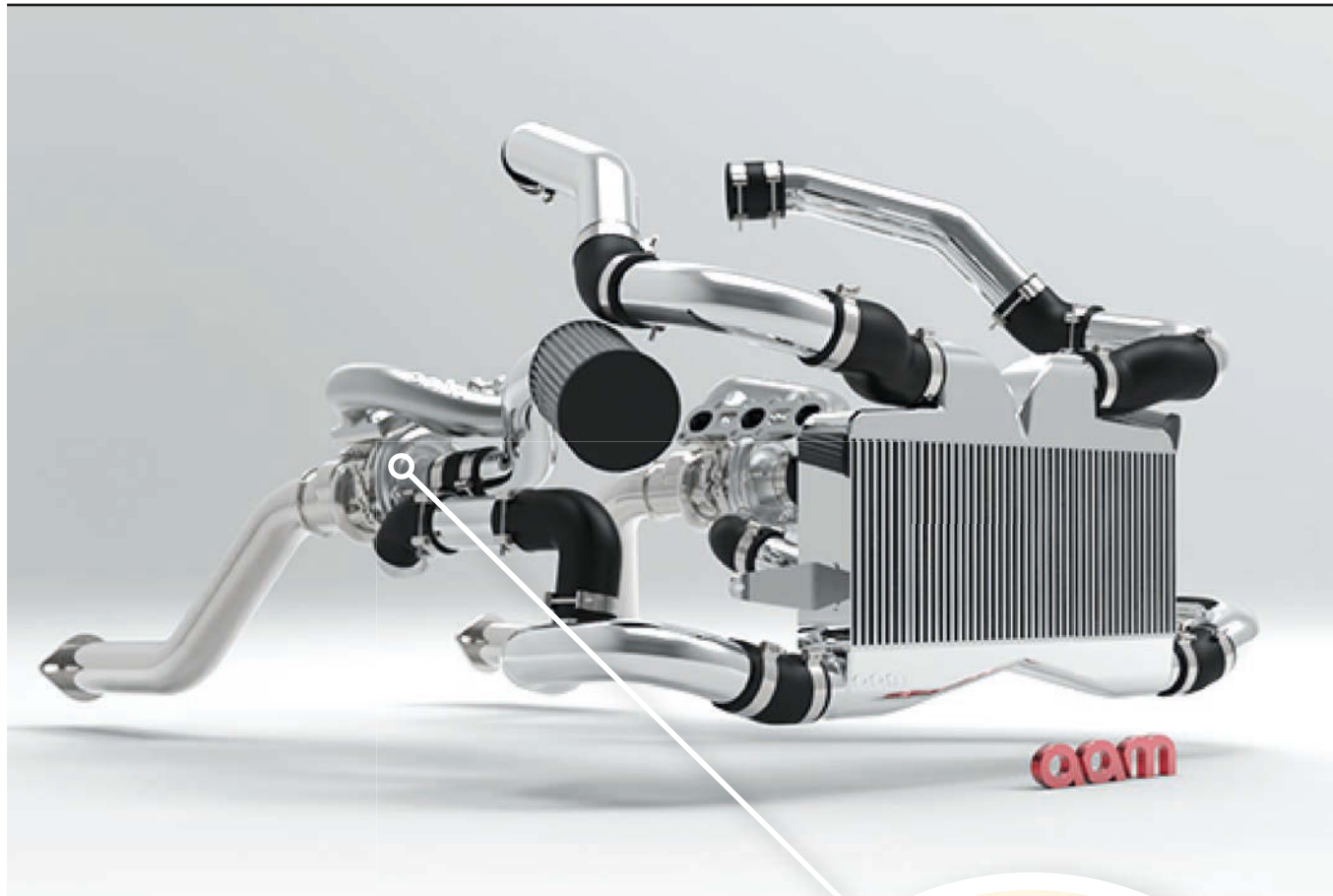


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New gear from the big wide world of car culture...

# FRESH KIT JAP SPECIAL



## AAM COMPETITION TWIN TURBO KIT, £9,995

**W**hat's this? The sexiest coffee table known to man? Well, sure, slap a sheet of glass on top and it probably would be. But for once at least that's not the most important thing. Nope, what we've got here is the first fully-integrated, bolt-on turbo kit for the big, bad Nissan V6 you'll find in the 350Z, 370Z and the odd (massively underrated) Infiniti G35 or 37. It's arguably an engine that's always been begging for some nutter to slap a metal snail on each side... even though it pushes some serious grunt as standard.

In this case the boost is provided by a couple of BorgWarner's finest water-

cooled blowers, and AAM are the nutters that have designed a comprehensive kit containing everything you need to get them spinning. This includes all the big stuff like the rather sexy looking FMIC, twin three-inch downpipes and lightweight boost pipework, and even all the smaller bits and pieces like injectors, a high-flow Walbro fuel pump and even the engine management. Sound good? Too bloody right it does!

Of course, 10 bags is a fair kick in the bollocks by anyone's standards. But that doesn't come close to the kick up the arse you'll get when you fit one of these to your car and then put the hammer down.

In fact, 10 grand is a bargain when you think that you'll get supercar-smashing horsepower without having to break open the actual engine and mess about with internals.

In fact, a decade ago we would have said this product was properly wank-worthy, but as we've grown up somewhat since, we'll just say that it's the very same kit that's on Thomas Nguyen's 666bhp 370Z that we featured in the last issue.

AAM is in the USA but don't worry about the logistics, you can get yours here in the UK from TORQEN. Luckily credit cards are very much accepted!

[www.torqen.uk](http://www.torqen.uk)



# TOP TUNING GEAR JAPANESE SPECIAL

## LINK G4+ KUROFUNE ECU, FROM £1,320

Anyone who's ever thought of tuning an Evo, in fact, anyone who's ever looked at an Evo, knows that Link fully-programmable ECUs are pretty much standard equipment nowadays. Have a look at a random selection at Japfest and we reckon 80 percent of 'em will be rocking one of Link's finest. And there's good reason for that. The Kiwi fellas really know what they're on about.

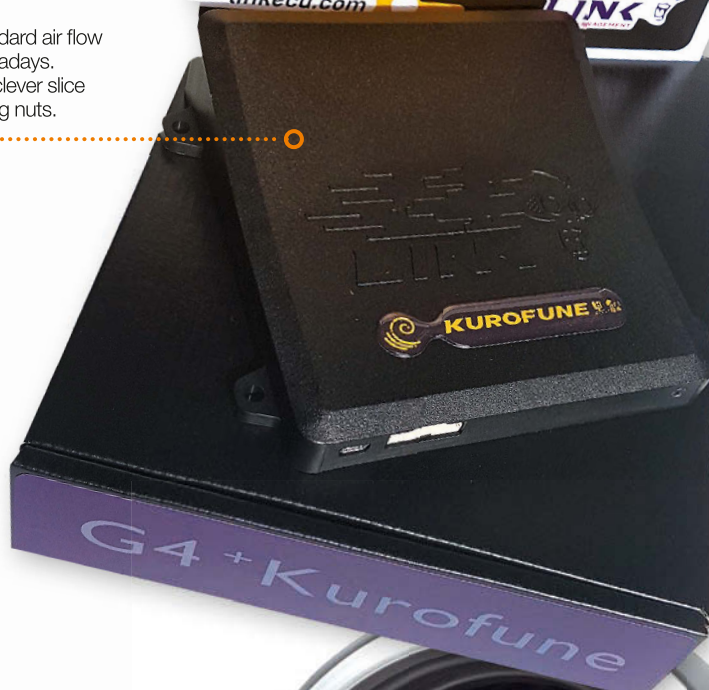
Link Engine Management are perhaps most famous for their direct-replacement, plug-in units too, but this Kurofune job is their very first ECU designed to work off the common aftermarket adapter looms you'll often find in Supras, Chasers, Aristos, S2Ks and a whole load of other Japanese metal.

What it does, unlike the piggyback ECUs you'll usually discover plugged in, is unlock a whole load of extra features. Basically, this puppy will allow you to include more stuff like switchable maps, anti-lag and launch control. In other words, it pushes the game on significantly.

Being map sensor-based too, you can also get rid of the standard air flow meters, many of which are becoming a rare and costly part nowadays.

We could go on and on of course, but just rest assured it's a clever slice of tech that's got the lot. And an absolute must for modern tuning nuts.

[www.linkecu.com](http://www.linkecu.com)



## P3 GT86 MULTI-GAUGE, FROM £350

Speaking of Toyota's latest sporty little number – and no we don't mean the new Supra – have you seen these rather slick new gauges for the GT86?

The idea here is that the clever P3 system can be slyly installed into the heater vent, so you get all the functionality of a proper OBD2 data scanner, but with a stealthy OEM look.

The system is designed to display all the essentials like, oil temp, air-fuel ratio, coolant temp, intake air temp and all sorts of other gubbins. It can also be used to delete fault codes, and even has a 0-60 timer.

The best thing about it though, is that there's absolutely no messing about to get it up and running. The whole system is totally plug and play, so you simply whack the plug into the OBD2 port and away you go. Magic.

[www.p3gauges.co.uk](http://www.p3gauges.co.uk)



## MORE JAP GEAR

### GT-R Carbon Surround, £300

Well, that's irritating. Has anyone else noticed that the plastic gear shift surround on the 2017-18 GT-R doesn't match the rest of the dry-carbon trim? That's like buying a posh tuxedo and then borrowing a shirt and bow tie off a tramp for your wedding (Well dressed tramps round your way, eh? – Jules).

Luckily though, now you can get your collars and cuffs matching with this uber-quality item from Knight Racer. It's about time someone sorted that one out.

[www.knightracer.com](http://www.knightracer.com)



### DBA Brakes T2 Street Series, FROM £85

OK, so DBA Brakes aren't actually Japanese, they're from Down Under (we should have figured that from the 'Disc Brakes Australia' bit). That said, the Aussies are quite partial to the odd Jap import so DBA do carry literally hundreds of fitments, and you get them here in the UK from Jap Performance Parts, so that's good enough for us.

The T2 series here are their direct-replacement performance discs. These feature a bi-symmetrical groove pattern to 'dampen the vibration harmonics' (which we think means the noise) and to, well, just look generally all-round awesome. Do you need any more reason than that? Nope, neither do we.

[www.japperformanceparts.co.uk](http://www.japperformanceparts.co.uk)





### LIBERTY WALK GT86 KIT, FROM £3,430

Thanks to the infinite popularity of the Toyota GT86/Subaru BRZ platform all over the world, now you don't have to cut up that 400-grand Lambo you've got stashed in your garage to get in on some proper Liberty Walk kudos. Thank chuff for that, eh? We were mighty worried for a minute.

Anyway, here's the long-awaited LB Performance kit taken straight from the mind of Kato-san himself, and it's just as mental as you'd expect. In fact, this one's so hot off the press he hasn't even finished the final touches on the demo car yet, and that's why the pictures look like some sort of Gran Turismo nut's wet dream. It is worth noting however, that the real deal will be equally as bonkers as the rendering. And we couldn't very well go waiting until the middle of May when they're officially available to let you know could we? No, because you'll all want to get your orders in sharpish! Off you go then.

[www.libertywalk-eu.com](http://www.libertywalk-eu.com)

FC Exclusive!



### PIPER X ARMA CIVIC FK2 INTAKE, £1056

If you reckon you've seen a sexier-looking intake anywhere, ever, we're calling bullshit right now! This super high-end carbon airbox and bespoke filter combo is quite obviously the daddy of them all, the sort of stuff that makes angels weep, the best 21st century engineering has to offer. The end.

Except it's not quite the end. You may be dribbling over an item designed to fit the FK2 Type R here, but this slick collaboration between British filtration experts, Pitercross, and composite maestros, Arma Speed, isn't the only amazing V1 kit available, not by a long shot!

In fact, there's now cutting-edge models to fit around 50 applications, covering everything from supercars like the Audi R8 and Porker GT3, to the latest hot-hatches like the new Focus RS. You can't really ask for more than that, can you?

[www.pitercross.net](http://www.pitercross.net)

### 356 Wheels TFS301, FROM £94 (EACH)

Yes, these new wheels from the guys at Rare Rims are called 356 TFS301s, and that's a mouthful in anyone's book. "Can I have some 356 TF301 17s for my EVO 9 FQ MR360 HKS please?" Christ!

On the other hand, the new JDM-style brand (the 356 bit) and these classically-designed six-spokers (the rest of it) in particular, are certainly an amazing option for the more budget-conscious wheel connoisseur. Starting at just 94 quid a corner, there's no denying these are a bloody bargain. We don't know too much about them just yet, except they're going to be available drilled to plenty of fitments, in sizes from 15 to 18-inches, in a shit load of colours and they'll be launching the whole range at Japfest. We'll certainly be hitting their stand for a mooch!

[www.rarerims.co.uk](http://www.rarerims.co.uk)



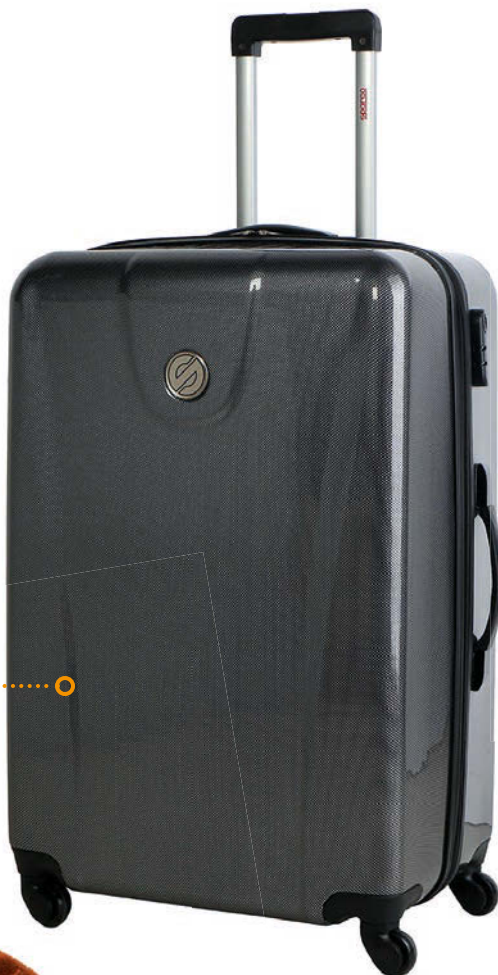


## Sparco Gilles Suitcase, €99

Have you ever wondered why us Brits go on holiday in the summer when the weather is actually half decent for once? We wait half the year for those magical June to August months and then as soon as they arrive we pack our bags and fly half way across the world. It's a bit like going to a restaurant after you've eaten, it doesn't make any sense.

Anyway, the fact of the matter is you will be going on holiday and that means you'll be needing a suitcase. So you might as well be the envy of the baggage carousel with this offering from motorsport legends Sparco. It's made of high quality ABS and comes with carbon fibre style paint, a polyester lining, telescopic handle and a built-in combination lock. And being 75x50x30cm in size it should be plenty big enough for your yellow Speedos, Players tee and tanning oil.

[www.sparcofashion.com](http://www.sparcofashion.com)



## Hype Chewie Hoodie, £60

We like wearing clothes, we also like watching Star Wars, so we have absolutely no reason not to love the huge new collaboration between the most epic of space sagas and the guys at Hype Clothing.

In all there's over 30 new items to bring out your inner Jedi, ranging from caps and tees to jackets and backpacks. But, if we had to pick just one (and judging by the space we've got left here we do), it's got to be this rather kooky 'teddy-fabric' Chewbacca hoodie. Warm, stylish and with the ability to instantly make you feel the need to strut around making stupid noises, we simply can't think of anything better.

[www.justhype.co.uk](http://www.justhype.co.uk)

## Players Ape Tee, £21.95

The guys at Players know a thing or two about hosting awesome car shows for the VAG-based fraternity, and in recent years they have been dipping their fingers into the automotive apparel market too. They stock other brands but have launched a couple of their own tees, and this is our favourite.

We're not sure your mum would approve but that's always a good sign, right? They've got some fresh designs planned, so keep an eye on their website as you'll be needing some new gear for your holibobs and to fill that Sparco suitcase you've just bought.

[www.players-industries.com](http://www.players-industries.com)





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# Digloss Giraedge

It just wouldn't be our annual Jap special without testing something a little different from the land of weird fishy food, sexy cartoon ladies, and the Popsy sperm drink. And you know what? This time we're even going to forgo the obligatory 'wax-on, wax-off' gag, because we think we've found more proof that Japan leads the way in the technology stakes.

Thanks to Nippon Shine, the top UK importers of all things JDM detailing, we've pulled just the thing out of the sample box...

**PRICE: £13.99 (70ML)**

[www.nipponshine.com](http://www.nipponshine.com)



## Midge's Verdict

There's something kind of unnerving about testing a product on your own car when you can't read the instructions, but there is one thing on the package that immediately puts my mind at rest: the little logo in the bottom left hand corner that says Soft99. Basically speaking, this is Japanese for solid and reliable. Like an oriental tin of Ronseal, it'll do exactly what it says on the tin. Even if you can't read the bloody tin.

The Soft99 Corporation is one of the world's biggest detailing firms. These guys don't fanny about with making millions every year, we're talking billions and billions... and that's pounds, not yen. Put it like this. They're one of Japan's biggest companies. They don't just own the boats and trucks that deliver their products, they own the factories that build the boats and trucks. Get the idea? Yep, it's obvious that this stuff is going to be good.

And it doesn't disappoint. The applicator head setup not only makes it the easiest to use tyre shine I've ever encountered, but the solvent-free formula offers one of the best finishes too. I mean you can actually see a reflection in the tyre. How nuts is that?

You can use a separate foam applicator with most tyre shines if you choose to, of course, but most of the time you'll inevitably end up with grubby mitts. Having it built into the bottle is a simple idea, but it makes all the difference. See what I mean? Technology!

**In a nutshell: Easy to use, amazing finish, top notch.**



## The Product

Giraedge is a tyre shine, we know this because there's a picture of a tyre on the blister pack. That's about all you'll get from the packaging though, apart from a very small statement about the adjustable head. Everything else is in Japanese. The same can be said for the label on the back of the bottle.

What to do then? Well, here at FC towers, we have a handy app called G-Translate. It's nothing to do with Google you understand, rather it's an old ginger fella who claims he speaks Japanese and can shout out the instructions to us over FaceTime.

So, there you go, while Giraedge here may look like one of those whitener doodads your mum would use when you scuffed your trainers as a kid, it's definitely not for your vintage Stan Smiths.

With all that said though, the shoe-polish-like applicator is clearly the whole genius of the thing. It really does make application a simple 'wipe-on and walk-away' affair. If you were a ninja, and you had tyres to shine, this is what you'd use. End of.

As for value for money? Well, there's not a massive amount for your cash. Most tyre shines at this sort of price point come in a 400ml or 500ml bottle. Here you don't get quite so much product, but to be fair you really don't need it. Unlike most pump sprays and aerosols, the applicator ensures zero wastage and this glovebox-size bottle will treat around 16 tyres with no trouble.





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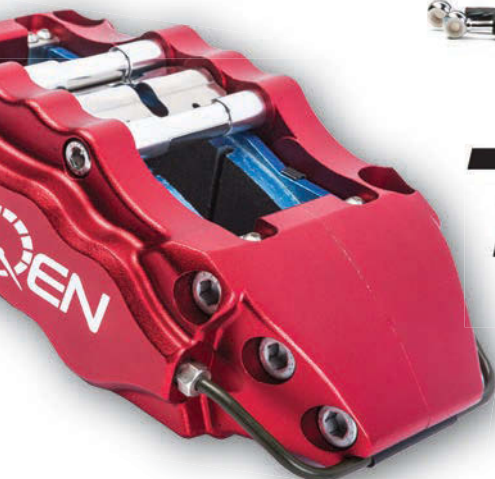
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# STAV'S GUIDE TO BUILDING A FUN DRIFT CAR ON A BUDGET



*I've been drifting for over 12 year...  
and now you can learn from all my mistakes!*

A 'drift car' is a vague term to say the least. It can be practically anything if you want it to be! With the right skills you can make literally anything drift, no matter what wheels are driven, no matter what power it has, no matter what it is.

Even sticking with traditional RWD drift cars, there's countless variations out there, from the most basic heaps of junk right through to mega-bucks big power

competition cars. Over the years I've owned and drifted cars from both ends of the scale.

I've made tons of mistakes when it comes to drift cars, but I've learned from every mishap. So rather than make the bad decisions and maybe put yourself off drifting for life, I've written this feature for you guys, so you can learn from my experiences.

This guide will help you build a car that doesn't break the bank, is easy to maintain, and is a damn good fun and effective drift car.





# FIRST THINGS FIRST...

The most important thing to understand in drifting is that it's 10 percent car, 90 percent driver. It doesn't matter how good your car is, if you've not got the skills to use it, all it will do is cost you more money.

On the other hand, a truly good drifter in a very basic car will out-drift most people in much better cars while only spending a fraction as much money.

And besides, who'd you rather be, the person with the amazing-looking drift car who's a bit crap at drifting, or the person with the basic drift car that's out-drifting everyone? Yes, exactly.

To quote a certain famous film, it's not how you stand by your car, it's how you race your car.

## THE CAR

Almost anything can be turned in to a drift car. But this feature is all about building a fun and effective drift car on a budget. So we can count out the big money and oddball cars straight away. Even after that, there are a lot of options, so here's a quick run-down of some of the most common drift cars in the UK. I've owned and drifted practically all of these, so I'll give my opinion too. So, which of the following make good drift car options?



### Toyota/Lexus

**IS200: Yes.** Underpowered, but very cheap and it handles well, with lots of upgrade options.

**Altezza RS200: Yes.** An IS200, but with more grunt. Nowhere near as cheap, but still relatively low cost.

**Other Lexus: No.** Not on a budget as they're automatic, and a conversion is time and money that could be spent on having fun drifting.

**Supras: No.** Great cars, but mega bucks.

**JZs: No.** Great cars, and certainly not as expensive as Supras, but still too expensive.

**MR2s: No.** They're tricky as hell to drift, so not a beginner option.

**GT86: No.** Too pricey still, but one for the future.

**AE86: No.** A legend, a classic, but with prices to match these days.



### BMW

**E30s: No.** Used to be yes, as they're light and capable. But now they're genuine classic cars with prices to match. If you do get one, change the steering rack for a later model, as E30s have more turns than a pirate ship.

**E36s: Yes.** Prices are rising though, as most are now wrecked. Compacts generally are the best value options, and even 318Ti drift well, but generally 325i and 328i are the E36s to go for.

**E39s: Yes.** If you can find a V8 manual gearbox one that is. And that's rare these days.

**E46s: Yes.** Taking over from E36s as the budget drifter of choice. Go for a 325i minimum really, and while 330i is the best performer, they have oil pump issues and I got through three engines due to this! It was a great drift car though, and I preferred it to my E36. 330Ds have plenty of grunt but have a low rev range for drifting and tend to eat driveshafts, so petrols seems the best option here.

**E90/92s: No.** For the future, yes. Or if it wasn't for a budget build, yes. But the fast ones are still too pricey.



### Nissan

**200SX: Borderline.** This used to be the car of choice, and still is a brilliant drift car, but current prices mean it's not strictly a budget option any more. Not hugely expensive, but too much for a learner drift car.

**Skyline GTSTs: No.** Much the same as 200SXs, though the prices are even higher!

**350Zs: Yes.** High end of budget, but yes, they're generally cheaper than 200SXs now, and are pretty decent drift cars. Be aware that the cheapest ones tend to be pretty rusty though!







### Volvos

**200, 300, 700, 900 Series. No.** These were all great budget options back in the day, but are now getting rare enough that prices are rising and spares are drying up too, making it a poor budget option.



### Mercedes

**C230/CLK/SLK230 Kompressor. Yes.** If you can find a manual one, they're amazingly good choices. Loads of lock, plenty of power, very reliable, and prices for cars and parts are low too.  
**Others: No.** They're either automatic or slow.



### Subaru

**Impreza/Legacy: No.** They may be 4WD, but they're actually very easy to make RWD, which means you've got a cheap, powerful, and tunable RWD car. Unfortunately it takes a bit of development to make them in to an effective and reliable drift car. Trust me, I've got one right now and it's no easy task! If I didn't have all these years' experience of building drift cars I'd not know where to begin...



### Mazda

**MX-5s: Yes.** They haven't got much power, and not much steering angle either, but they're one of my favourite cars to drift, and personally I think they're the best cars to learn to become a good drifter in. They're light, even the 1.6s are powerful enough, loads of parts and spares available, they're cheap to run, all the suspension geometry is adjustable as standard, and with a few mild mods have amazing handling. A well driven but fairly standard MX-5 easily keeps up with most cars with three times the power when drifting, but they're very tricky to master. So stick with it and do not give up!

**RX-7s: No.** Great cars, great drift cars, but they aren't cheap or easy to maintain, and parts are scarce too, so don't count as a budget drifter.

**RX-8s: No.** Too risky from a reliability point of view – worse than RX-7s, but without the performance. Don't waste your money on one like I did!



# THE VITAL UPGRADES

While drifting is mostly about driver skill, there's still some pretty vital modifications you need to do, not only to make sure it's maximum fun, but so you're not making it overly hard for yourself. You can drift anything, but trust me, it's way way crapper without these things...



## Bucket seat

While you do see people drifting using standard seats, I really wouldn't recommend it. No factory seats are anywhere near supportive enough. It's amazing how much effort you're subconsciously putting into keeping your ass in the seat when drifting, and bucket seats solve this issue.

With a bucket seat installed you have to put literally no effort in to staying in place, leaving you fully relaxed and able to use your arms and legs and brain power to drive the car to your maximum ability, making you an instantly better drifter.



## Welded diff or good LSD

Don't waste your time trying to drift with an open diff. Yes it's possible, but it's not fun or effective. A decent LSD or welded diff is far more predictable, controllable, and fun, so it's vital.

An open diff allows all the power to be spun away by one wheel, and that's useless for drifting. A limited slip diff, as the name suggests, tries to limit that.

The issue is, some LSDs are far better than others – and some are useless! The general guide is viscous types are pretty rubbish, Torsen types are generally fine, and plate types are good if in good condition. But in all honesty, for a budget drift car, you're usually better off selling the valuable LSD and getting an open diff welded up!

Welded diffs are probably the most common type of diff on a drift car, and are basically a standard open one with certain internal parts welded together, forcing both wheels to turn at the same speed all the time. A locked diff like this is far from refined or quiet. Neither is a two-way plated LSD, but they're very cheap and work brilliantly for drifting. While technically speaking a well set-up plate style LSD is superior, the difference is very small, and many top competition cars still run a fully locked differential.



## Decent suspension geometry

If your wheels are pointing all over the place no car will handle properly, and while you don't have to go crazy with modifications to adjust geometry, getting your car as close to how you want it without spending a fortune is definitely worth the effort.

On some cars, MX-5s are a perfect example, all the suspension geometry is fully adjustable as standard, so you can tweak to your heart's delight. On most cars however there's far less adjustment, but just getting your alignment sorted the best you can, even with all standard parts, is worth the money.

A general good setup for drift car geometry is front and rear toe around standard settings, which tends to be roughly straight ahead. Front camber is usually good with some negative camber, which often naturally occurs when you lower a car, but many coilover kits come with camber adjustable top mounts too.

For rear camber, I prefer none, as this tends to make the car drift more predictably and keeps tyre wear even. But if it's not possible without spending big bucks, I'd not worry too much.

In my opinion, if you are going to spend any money on parts to change your suspension geometry, spend it to increase your front castor angle. Increasing castor does two things, firstly it makes your steering self-centre faster and easier, which is a massive advantage when drifting. But it also adds camber as you increase steering angle, which is a bonus, too.

There's two main ways of getting more. On many cars you can buy aftermarket suspension arms or bushes that increase castor, and you can also use adjustable top mounts to do so. Sometimes rotating camber adjustable ones by 45 degrees to become camber and castor adjustable.

## Upgraded shocks and springs

Standard suspension is universally a bit crap for track use, and upgraded shocks and springs are an important mod for any drift car. Suspension choices vary wildly depending on your budget. Anything is better than nothing, but of course good quality stuff is preferable if you can afford it. Coilovers are a bonus for sure, but aren't vital, and I'd prefer a conventional shocks and springs from a top suspension manufacturer over some lower quality coilovers of the same price.

Just like on the road, firmer is good. But stupidly hard isn't the way to go either, as every little bump will upset the car, and mid-drift could easily just make you spin out.

Handy hint: On most BMWs, you can buy standard E36 M3 Evo top mounts from a motor factor, which alone gives more castor and camber than normal BMW ones. But if you fit them the wrong way around (ie left to right right to left) you get tons of extra castor and camber; ideal for drifting. I did this on my E46 330i and it was one of the best mods I did.



## Spare wheels + tyres

Drifting kills tyres, and in a good day's drifting you can get through between eight and 30 tyres! So a decent collection of wheels and tyres are vital. Just having spare tyres isn't as useful, as while most drift days have tyre fitting vans on site, if you rely on waiting for your tyres being changed you're wasting valuable drifting time. If you have spare wheels with you, you can fit them to the car and get back on track while the tyre guys fit new tyres to your other rims.

On most drift days, even four spare wheels could mean some downtime waiting for tyres to be changed, so just take as many as you can fit in the car with you. At least four and often more than double that.

## An effective cooling system

Drifting is damn hard on cooling, partly as you're hammering the absolute crap out of your car, and partly as there's not much airflow to your coolers. So it's common for drift cars to have overheating issues.

Make sure your hoses are in good condition and make sure your radiator fan setup works correctly are the obvious first-check points. Radiators often come off the mountings and split, so make sure your radiator is very secure and maybe even add a few cable ties to make it extra secure.

It's not just your water either, as on turbo and supercharged engines a front mount intercooler is a massive help to keep your car reliable and help prevent overheating when drifting hard, even if you're running standard boost pressures.







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# THE VITAL UPGRADES

Continued



## Portable tyre inflator

The cheapest, easiest, and most effective way of changing the handling of your drift cars is adjusting the tyre pressure. This is hugely effective and can turn literally any car from massive understeer to massive oversteer, the other way around, or anywhere in between, just by plugging in your tyre inflator and making some changes.

Start with your tyre pressures equal front and rear, about 30-35psi, and go drift it.

Does it understeer too much for you? Lower the front tyre pressure by 5psi and go try again.

Does the rear feel too grippy for you? Raise the rear tyre pressure by 5psi and go try again. If either still feels wrong, add or subtract another 5psi. When you've got your own tyre inflator it's an easy, quick and free job.

You can go as low as about 25psi in the fronts without any real issue, and I've run as much as 75psi in the back without problems in the past. You'll find that as your skill level improves, or if the track is wet, you'll need less rear tyre pressure as you'll want more traction to drift faster. Once you're genuinely good it's not uncommon to end up going back to the same pressure front and rear even with very low power cars, and on powerful competition cars it's not uncommon to run far lower rear pressure than front for maximum grip.



## Good maintenance

Drifting is hard on all parts of your car, and not only will you wear out and break things far faster in general, but you'll often find the weak points of parts that seemed fine when driving on the road. Regular engine oil changes are obvious, but gear and diff oil rarely ever get changed on road cars but need refreshing much more regularly when drifting.

Spark plugs are another piece of maintenance that often get ignored, and giving the car a check over for loose, worn, or split hoses, bushes, or wiring, is a wise move too, as stuff you can get away with for years can easily fail within five minutes on a drift day and end your fun before it's even began.

## Tools

Even with the best prepared drift car on the planet you'd be mad not to take some tools with you. A basic socket and spanner set and some screwdrivers are pretty obvious, but a hammer is a wise move for any impromptu bodywork modifications. Wire cutters or a Stanley knife also tend to come in handy, and a drill and cable ties are often vital to fit bits of bodywork that have come loose back on to the car!

Of course, a trolley jack and wheel brace, to get your wheels on and off, are needed too. And if you can budget for it, and electric impact gun certainly takes the chore out of undoing and doing up wheel nuts all day long!



# THINGS THAT AREN'T VITAL

While big spec drift cars are cool, unless you're made of money all you'll be doing by building a big spec car as a budget/beginner drift car is wasting your money and looking like a typical "all the gear, no idea" person. And that's not good.

Despite this, there are a few things a lot of people still seem to think are vital but which really aren't...



## Stripped out interior

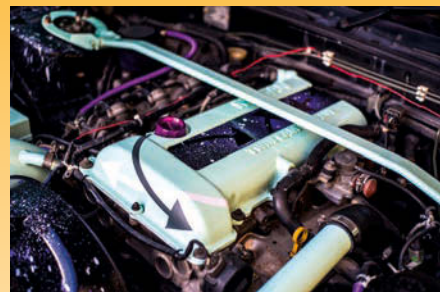
While less weight is never a bad thing, if it's a car that's ever used on the road, there's really nothing to be gained from stripping it out – it can make driving it any real distance a pretty crappy experience. In 99 percent of cases you will not notice any difference in how it drifts at all by removing your interior. I used to strip out my drift cars, and soon learnt not to bother as it makes the journeys to and from the days awful, and doesn't make it a better drift car at all.



## Hydraulic handbrake

In my opinion, the fact everyone fits a hydraulic handbrake straight away is the main reason so many people aren't good drifters. They just rely on pulling the handbrake to do a skid and never learn how to drift without it. Almost all the wild drifting you see from Japan has little to no handbrake use, and hydraulic ones are almost never seen over there. There's not a track on earth you need a handbrake for, and handbrake

skids aren't as fun to do or watch as other styles. I'm no drift god, but at almost every drift day I'm held up by 'handbrake drifters' on track as they're going far slower into corners, despite driving better cars than mine



## Engine mods

I like power. Power is fun. But do you need a lot of power for drifting? Hell no, as you're meant to be drifting, not power sliding. I've seen people drift standard engine MX-5s as well, in to three-figure speeds in fifth gear before. While I've never managed that, keeping up with cars with three times the power of my own just because I spend my money on practise rather than power, is a pretty common experience.

I've had drift cars from under 100bhp to about 500bhp, and I can assure you the more powerful ones were not more fun.



### Massive steering angle

A little more steering angle using tie rod washers, modified hubs, or some other fairly cheap method for a bit more lock is never a bad thing. I probably do it to 50 percent of my drift cars. But spending a fortune getting insane amounts of steering angle is a waste of cash for most.

Many people only think they need tons of lock as they can't stop spinning out. But rather, they need more practise to prevent that, not more lock. You certainly don't need tons of lock to do big crazy entries as they're almost always way beyond full lock no matter how much you have. And all the crazy big angle videos you've seen from Japan and stuff? Well in Japan they don't go for big lock kits, just the typical modified hubs and tie rod washers I've already mentioned. But what they do have is lots of practise, which in turn gives them lots of skills.



## DRIFTING TIPS

Last but certainly not least, I'm going to give you a load of tips I've learnt over the years of drifting, mostly learning from my own mistakes. But if I tell you, it means you don't have to learn the hard way like I did...



### Leave the handbrake alone

People seem obsessed with using the handbrake and use it constantly even when they first start drifting. If you want to get good at all aspects of drifting, leave the thing alone. Just pretend it's not there, as no track needs it. So many people rely on the handbrake to drift as it's all they know and they simply can't drift in any other way, which makes it boring as hell to watch and so boring for them to do, too. This might be controversial, as so many people love them, but the ones who disagree most tend to be the ones who can't drift properly without it...

### Think about what your car is doing

To stop yourself wasting money on the wrong parts, think about what your car is doing while you're drifting it, what it seems a bit rubbish at, and spend the money sorting those issues. Rather than just throwing your money on the typical popular drift upgrades.

Whether it's too much understeer, unpredictability, overheating, uneven tyre wear, or simply something breaking, upgrade after you've done a drift day and have realised what's wrong. Doing it this way means your money is better spent, and you're not wasting money you could spend on more track time.



### Keep pushing yourself

It's a fine line between not going beyond your ability and not pushing yourself, and you need to stay on that line. I see a lot of people who, once they're able to drift a track, just stick to doing the same thing over and over again, and soon get

bored. But it's not drifting they're bored of. They're bored as they're doing the same easy boring slow laps over and over again. They could go faster and harder and be having way more fun, but they just stick to that same level, and so they get bored, and just don't improve. Which is a shame, because no one should get bored of drifting!



### Seat time is king

Ever wonder why all these drivers in Japan you see in videos are amazing at drifting despite being in pretty basic or even crap cars? No, it's not something you're born with just because you're Japanese. It's because of seat time. They drift all the damn time. As I said, drifting is 90 percent drift 10 percent car, and people who attend drift days every few weeks, even with a pretty basic drift car, tend to be far better than people who rarely attend practise days but own amazing-spec drift cars.

So don't spend your money modifying your car. Spend it on making sure you're behind the wheel as much as possible.

### Let go of the wheel

Seriously. This is the weirdest thing to get used to when you're new to drifting. But rather than counter steering, providing you've got decent castor in your front suspension, almost always you should let go of the steering wheel and let it counter steer itself – the car will do it faster than you ever can.

When drifting you honestly spend most your time steering with the throttle and simply grabbing hold of the wheel once the wheels are pointing where you want them to. It's odd, but not realising you should do this is what holds many new people back.







## Make the most of all three pedals

While everyone knows drifting involves a whole lot of mashing the throttle pedal, using the other two a lot are important too.

Most people know about clutch kicking, which is literally a stab of the clutch pedal when you're at full throttle which upsets the rear end of the car and can start or help continue a drift. But how fast or even how far you depress the clutch when doing so has a big effect on what happens too. Meaning you can do different things for different circumstances, so it's something that's well worth practising.

The pedal that's often ignored by most drifters is the brake pedal, but most of the wildest drifting you see uses it surprisingly often. It's a pretty advanced technique and admittedly it took me years to realise what I could do with the footbrake. But now I wish I knew sooner as with practise you can pull off crazy stuff that would normally end up with you just spinning out or crashing backwards into the wall, by adjusting the car's line mid-drift using the brake pedal.



## Don't blame the car

Honestly, while it can be hard to imagine, it's rarely the car's fault you're struggling to do something. If you really don't believe that, chuck the keys to your car to a more experienced drifter. Seeing someone else drift your car is usually a real eye-opener on how good your car really is. It's usually you that needs more practise.

This is why my drift cars have generally got more and more basic over the years, as I've realised it's rarely the car. It's the driver that makes the car dance!



## Ask for help

Drifting is such an alien concept versus any other kind of driving, and it's easy to not have a clue what you're doing when you start. So getting a bit of help from experienced drifters goes a long way to understanding what you're doing.

This can be from simply asking for advice on a practice day, right to paying for specialist drift tuition from the various drift schools in the UK. Whatever you choose to do, it will be worth the effort.



## Don't get self-conscious

Often people's reason they don't go to drift days is they think people will laugh at them for being rubbish. But they won't. At all.

The reality is everyone was a learner once, and they will either not even notice you at all, or will gladly help you if need be.

Everyone's so busy with their own driving when on a drift day that despite all the other people there, it's one of the most anonymous places you could ever be. Don't worry about it and just enjoy yourself.



## Don't try and learn on the street

Honestly, trying to learn to drift on the street is a total waste of time. I learnt more in the first hour of my first proper drift day than I learnt in years of messing about on the street in RWD cars. Roads are pretty narrow with a lot to hit, so not only is there a high chance of damaging your car, but you generally won't push your car very hard at all as you won't want to write it off. Not only that, but it's rare to find anywhere quiet enough on the road, so you end up spending 30 seconds drifting for every 30 minutes driving around looking for somewhere to drift! Plus it's illegal!



## Don't be a dick

"Don't be a dick" is honestly part of the drivers' briefings on a lot of drift days. And if you plan to be around drifting for long, that's important. Respect the rules, respect the organisers, respect the other drivers, and it will pay off in how you're treated and helped in return. Being humble and not acting like you're some amazing drifter, even if you become really good, really pays off too, as there's a lot of big egos in drifting and it generally makes them unpopular.

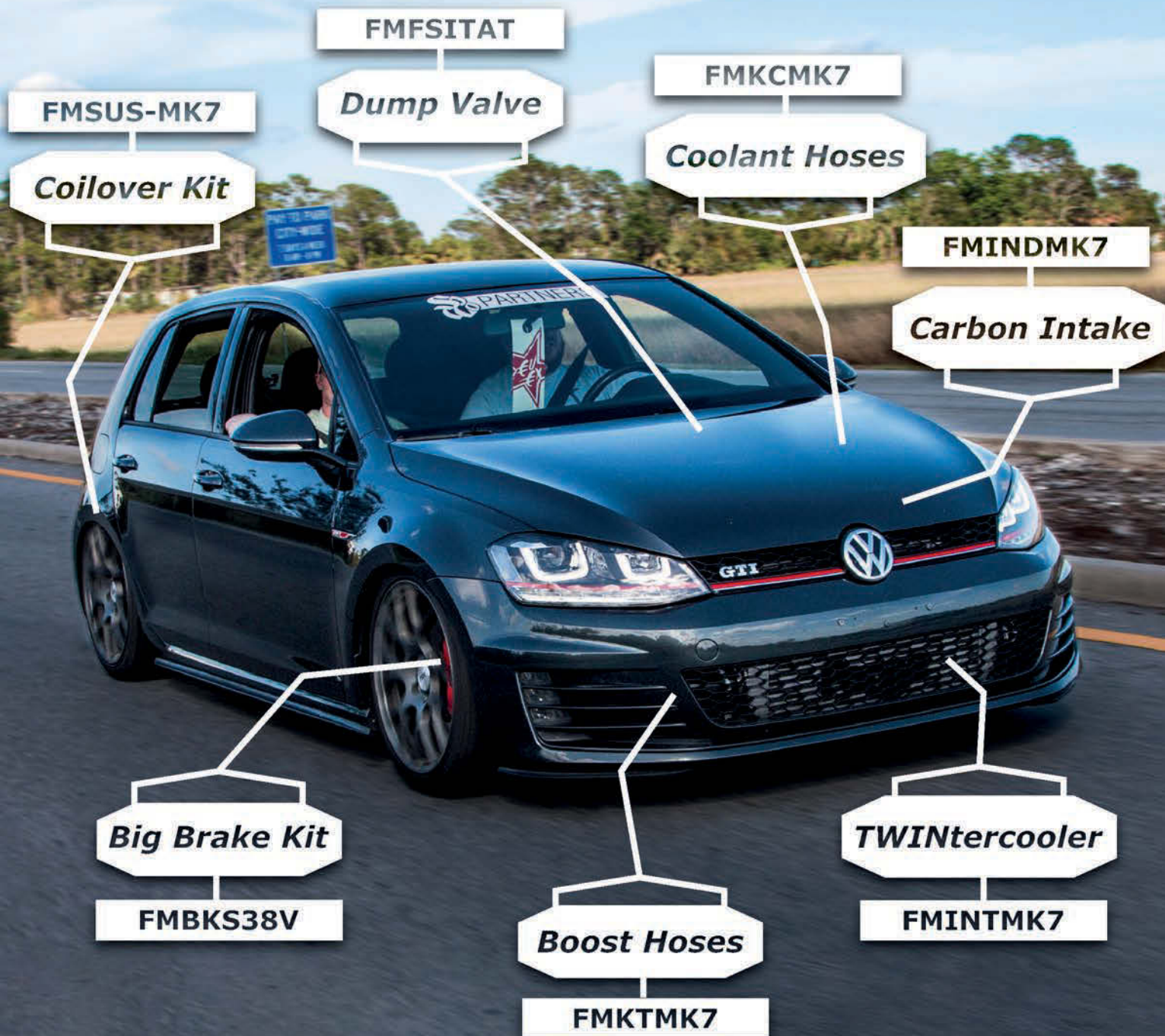
I've been drifting for well over a decade now, and I can drift, but I don't think I'm amazing, even if I'm probably better than a lot of people who think they are amazing.

I once had a 'Pro' drifter say to me, despite never previously speaking to him in my life, "What do you know anyhow, I've never even seen you at a drift day". I replied "Remember last month when that little MX-5 undertook you mid-drift in your V8 competition car? That was me. Just because I don't shout about me being there doesn't mean I'm not there". He acted super friendly after that. I've no time for big egos...



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# BAY LORDS

*If it ain't broke don't fix it. This is the ethos of the normal but the builders of these cars aren't normal, they are legends, they are lords of the engine swap...*

The Mitsubishi Evolution, Subaru Impreza and Mazda RX-7 are iconic Japanese cars made famous by their highly tunable turbocharged engines. Ironical then, that it's not the original engines that make these examples good, but the aftermarket swaps that have propelled them into greatness.

The Toyota Hilux in this section has also been propelled to new levels, but this classic pick-up needed more than an engine swap to grace these pages, let's just say there's now as much Mazda MX-5 in this retro Hilux as there's Toyota. Intrigued? So you should be. Enjoy...

## Contents

2JZ-powered Evo .....	064
RB26-powered Scooby .....	072
S2000-powered RX-7 .....	080
MX5-powered Hilux .....	088









*This is no ordinary  
engine swap. This  
Mitsubishi Evo has  
turned in to a  
completely different  
type of car...*

# Altered Beast







*Nathan broke three Evo rear diffs in one weekend!*

**W**hen it comes to performance cars, you can separate them in to various categories. Hot hatches, 4WD rally weapons, RWD beasts, and so on, with each category of car feeling totally different to the next. And after driving any of the cars, you're totally clear of what type of car it is.

In any of these categories engine swaps are commonplace too. In a lot of cases it's the cheapest and easiest way to the performance you want. But even with an engine swap, these cars tend to stay the same kind of performance car they always were. Just faster.

But what about this car? The Mitsubishi Lancer Evolution is a world famous car, and any car fan would put this straight in the '4WD rally weapon' category, even if you told them it's had an engine swap. It's just an engine swap, right? Well, yes and no. Yes it's had an engine swap. But it's now no longer the type of car it looks like. It's now well and truly a RWD beast!

We're sure you've all seen the engine picture (right) already, and yep, that's a Toyota 2JZ engine. While everybody loves these legendary tuner powerhouses, loads of you right now are probably thinking 'Why 2JZ swap a Mitsubishi Evo', and basically the answer is, why not?

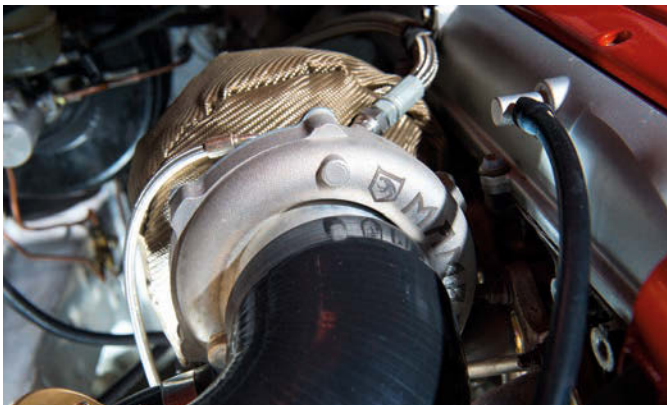
"I had a pretty big spec S14a 200SX before this. But I was offered good money for it so I decided to sell it and build another powerful RWD car, but a four door this time" Nathan, the owner and builder of this car explains. "I decided it had to be a straight-six turbo engine and a manual box, but the obvious stuff just didn't tickle my fancy, and I've always had a soft spot for the Evo 7-9s. They're pretty small and light compared to the more obvious Chaser and Skyline options too.

"After a few beers with my mates I decided to tell them my idea, and they all thought I was mad and would never be able to pull it off. But that was the drive for me. I had to do it to prove them wrong!" He explains.

From speaking to Nathan, you'd imagine the engine swap was simple, but when you delve in to the details, you realise it's one hell of a job. The car now consists of almost as much Toyota Aristo and Nissan Silvia S15 parts as Evo ones. Despite this, and pretty amazingly, aside from the paint and ECU wiring, the whole job was done by Nathan and a few of his friends in just a few months!

The Toyota Aristo is the JDM version of the 1990s Lexus GS300, but unlike the Lexus, the Aristo had an option of coming with the legendary 2JZGTE turbo engine, and in fact under the skin is effectively a four-door Supra. Nathan happened to own a manual converted one. How well it drove, and how strong and reliable it was, influenced the decision to not only go for the 2JZ powerplant, but also have so much of the Aristo running gear fitted to this Evo.

With an Evo being a 4WD four-cylinder with the engine fitted transversely (ie left to right), fitting a much longer straight six engine







Wooot!  
2JZ Yo!

The result of a Mitsubishi,  
Toyota and Nissan love triangle





*The car has almost as many Toyota Aristo and Nissan Silvia S15 parts as Evo ones*

longitudinally (ie front to rear), sounds like it would be somewhere between tricky and a nightmare. But the actual modifications needed to the shell were not too bad at all. Though the way Nathan explains things makes it sound far easier than it would be for most of us!

A transmission tunnel was needed to be created as the gearbox is now mounted under the car. The hole in the bulkhead for the steering column needed to be adjusted. And custom engine, gearbox, and front subframe mounts were needed. But that's it for the shell, which is pretty amazing considering the amount of non-Evo parts fitted.

So what parts are from what cars? Well, the rear suspension and subframe is Evo, and even the rear diff was Evo for a short time, but thanks to the massive torque from the tuned 2JZ, the diff and shafts was swapped for an Aristo setup with an LSD. "I broke three Evo rear diffs in one weekend!" Nathan laughs.

The front subframe is actually from an Aristo, which despite being a much bigger car, fitted OK on custom mounts, which in turn allowed the 2JZ to fit easier, and he used the Aristo steering setup too. The coilovers are Evo parts from BC Racing, and the brakes are also original Evo Brembos.

Nathan's substantial fabrication skills not only came in handy when it came to making the Aristo diff and shafts fit the Evo subframe and rear hubs, but the front suspension arms and hubs aren't Evo or Aristo. They're Nissan Silvia stuff!

Nathan likes drifting, and the huge popularity of S-body Nissan drift cars means there's loads of great parts available for them, so the whole front suspension setup are fully adjustable parts intended for an S15 Silvia, and it even has S15 Wisefab hubs for serious amounts of steering angle. Something a standard Evo certainly hasn't got!

While the running gear has had an unbelievable amount of work done to it, you'd really not know from the outside until Nathan starts smoking the rear wheels. The main reason he started with an Evo is he likes the look of them. And let's be honest, they all look fantastic.



**Standard Evo 8 Recaro seats, carbon dash and centre console trim**

That doesn't mean it looks like a standard Evo 7 though. Far from it. In fact he's used the best of the Evo 8 and Evo 9 bodywork, along with a whole host of carbon goodies, bronze Rota Torque wheels, and BC coilovers, all of which combine to make it lower, meaner, and cooler than any factory version, while still looking pure Mitsubishi Evolution.

The paint? Well he always had a red Evo in mind, but the actual paint he ended up using is a custom blend, that he's keeping to himself for now...

Just like the exterior, the factory Evo interior is a seriously nice place to be, so he just added the Evo 8 Recaro interior and a few carbon goodies and the car was good to go.

But how does it drive? If we're being honest, a whole lot of drastic engine conversions like this, while they're cool and seem a good idea, often don't drive well at all. Many are pretty terrible in fact. But we're very glad to report this isn't one of them!



## THIS ONE'S MINE

**Name:** Nathan Noone

**Age:** 26

**You've got some skills building this yourself.**

**What's your occupation?** Jack of all trades, master of none! I've been a farmer, welder, diesel fitter, car mechanic, and I'm currently driving a digger!

**What's next for the car?** Different inlet manifold and bigger injectors for more power, BMW gearbox conversion, and anti-lag – I like putting on a show!








Carbon abounds

"It drives and handles brilliantly. Way better than anyone ever believes until they get in it, and the turbo is on boost from under 2000rpm, but pulls all the way to 8500rpm, making it great to drive" says Nathan.

He originally intended to build it as a track car, but once the build was nearly complete he realised they'd built such a nice car he turned it in to the full road car you see today.

The future for the car is even more performance. But despite being a welder and a mechanic for a living in the past and getting fed up with that, and doing drifting in the past and giving that up too, this insane 2JZ Evo build has gone so well that he's got the bug back. And his dream now is to not only get back in to drifting, but also building and fabricating insane project cars for a living.

Most projects are such hard work, it's enough for most of us to feel like giving up on automobiles sometimes. But this crazy car has done exactly the opposite. And if that's not a sign of a good car we don't know what is... 

## ENGINE

Toyota 2JZGTE VVTi engine; Mamba GTX3076R turbo with T4 flange; Japspeed tubular exhaust manifold; 38mm Tial external wastegate with screamer pipe; 3in custom downpipe; 3in Cobra exhaust; HKS timing belt and tensioner; turbine blanket and heat wrapped downpipe; HKS oil filter; 50mm alloy Evo3 radiator; uprated alloy intercooler; twin electric fans; custom silicone boost hoses; braided oil lines; HKS air filter; alloy oil catch tank; lightweight alloy pulleys; Walbro 350lph fuel pump; Vibratech engine mounts; Link G4+ Extreme ECU; mapped by MD Tuning; 470bhp and 564lb/ft at 14psi boost; 8500rpm rev limit.

## TRANSMISSION

RWD conversion using a Toyota R154 5 speed manual gearbox with extended selector housing; Cube quick shift; lightweight flywheel; 5 paddle clutch; custom gearbox mounts; Toyota Aristo rear diff with LSD; custom propshaft; Aristo driveshafts; custom rear wheel bearings; custom rear diff mounts.

## SUSPENSION

Aristo front subframe; Aristo power steering rack; custom front subframe mounts; BC Racing Evo 7-9 coilovers with 10kg front springs and 5kg rear springs; Japspeed S15 Silvia front lower arms; Japspeed S15 Silvia front tension rods; Japspeed S15 Silvia adjustable steering rod ends; S15 Wisefab front hubs; Evo rear hubs.

## BRAKES

4pot Brembo front callipers and 320mm discs; Brembo 2pot rear callipers.

## WHEELS AND TYRES

8x18 (front) and 9.5x18 (rear) Rota Torque alloy wheels; 225/40x18 tyres front and rear; 20mm front spacers; 5mm rear spacers.

## EXTERIOR

Evo 8 MR front and rear bumpers; HID headlamps; Evo 8 MR rear lights; Evo 9 MR bootlid and rear spoiler; carbon front splitter; carbon bonnet vent; carbon side skirt extensions; carbon rear vortex generator; carbon rear bumper extensions; custom red/orange paint.

## INTERIOR

Evo 8 Recaros, carbon dash and centre console trim.

## CHEERS TO

All my family and friends for the help; especially the ones who said I was mad and it couldn't be done, as you were the biggest encouragement to prove it was possible!

"My mates all thought I was mad and would never pull it off"



Well that's showed 'em



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# Cross Hatch

*When Subaru decided to change the Impreza from a shouty saloon into a practical hatchback, it seemed like they'd gone all sensible. Austin Barnett certainly thought so. But as you can see, Austin is not really a sensible guy...*







## BONUS SECTION: BAY LORDS

The third-generation Subaru Impreza was a car that really annoyed a lot of people. The cult of the Impreza had reached a full-on, frothy fever pitch in the late 1990s and through into the new millennium. The Subaru versus Mitsubishi gravel wars raging with ever-increasing ferocity. Every fresh variant of the Impreza seemed to ramp the insanity up a level – cleverer tech, more versatile and adjustable chassis, spiralling power levels, seemingly unfathomable specific-output figures. It was nuts. If it was painted World Rally Blue and had gold Speedlines, you knew it was a thing you shouldn't mess with at the traffic lights, or more to the point, down a twisty B-road. The ballistic three-box saloon reinforced the everyman aspiration of having a sensible family car that was actually a rally car underneath, and the buying public couldn't get enough.

And then one day, without any particular warning, Subaru decided to yank the rug sharply out from beneath everybody's feet.

They announced that the new-for-2007 Impreza would be a hatchback. And everyone said 'Oh. What, really...?' while pulling a face like a baby who's just accidentally licked some vinegar. The Impreza hatch was, in short, not totally what the public wanted.

But we shouldn't fear change. The new model bundled everything that was great about the old one into a mould-breaking package and, for some enthusiasts, this was a breath of fresh air. All of that rally-honed awesomeness, with the added practicality of a sensible hatchback? What's not to like there?

It certainly worked for Austin Barnett, back in his college days when he was looking for a straight-laced daily driver with a bit of grunt under the hood. "I bought the car brand new from the local Subaru dealer back in 2012, while I was a junior in college studying Mechanical Engineering," he says. "I grew up around classic and modern muscle cars. My father owns two 1970 Mustangs – a Boss 302 and a Mach 1 – and a 2000 Cobra R. My mother has a 1963 Corvette Sting Ray and a 1999 Corvette."

A strong basis of American muscle, then. So the Subaru is an unusual deviation, no? "Well, the WRX was actually my second car," he explains. "My first was a 1994 Mustang Cobra, which I still have, although it hasn't been touched in a few years. The Mustang started



with basic bolts-ons, then heads, cams and intake, then I added nitrous, and a 76mm turbo. At that point, the integrity of the block was at risk and it started having issues. But all this was around the same time as I bought my WRX. I wanted a daily driver that performed well, had AWD, and was a hatchback."

When you draw up a shopping list like that, the choices become thin, and it's not going to have a Pony badge on it. But the Impreza was a solid base and, inevitably, the thing didn't stay stock for long. With this sort of high-octane mischief in Austin's genes, the progression into a big-power build was a case of when not if.

The plan from day one was simply to have a sensible daily that could provide a bit of fun when required. But with the Mustang laid up and Austin getting itchy feet, the odd bolt-on started to find its way in. And before he knew it, the whole project had snowballed into, well, a project. That wasn't what it was meant to be. But that's just what happened.

"Until 2015, I didn't do any modifications that wouldn't allow it to be returned to stock!" he assures us. "I basically wanted to keep the

**RB26DETT 2.6-litre  
straight-six (from a 1999  
Nissan Skyline GT-R)**





*The RB26 pushes out  
713hp to the wheels*





## “I wanted to keep the car AWD. What better AWD swap than the RB26?”



option of using the factory warranty in case any of the notorious Subaru issues arose. But in 2015, the company that manufactured the widebody kit released it for WRXs and STIs; I've always been a huge fan of fat tyres, so I decided just to go for it!

"I realised there was no turning back. I figured I needed more power to put the wider footprint to proper use – at the time I was only around 350whp – and my choices were to build the stock Subaru motor and do a big rotated turbo kit, or do something different and carry out a motor/drivetrain swap. Also in 2015, I started my company, Billetworkz. Since the company was still very new, I decided to do a swap to bring some real attention. I wanted to keep the car AWD, and what better and more legendary AWD swap than the RB26?"

That's just the sort of wacky logic we love, fusing a legendary engine from an entirely different genre, let alone marque, with enough shock factor to really irritate the purists, creating a neck-snapper to well and truly break the internet.

"As Billetworkz, I designed a fair amount of the custom parts on the car, which made the swap a little easier and cleaner," says Austin. "Before the swap I performed all of the work, minus the paint and bodywork. With the RB26 transplant being very intensive, I decided to link up with Dave Brown at FAST of West Chester. He's known in my area for top quality and unique work, and he and his shop performed the majority of the conversion, including custom subframes, shaved bay, paint/body, electrical, and so on.

"I also linked up with a great friend of mine, Jason Schmuck of Schmuck Built, for the custom fabrication of the exhaust manifold, V-mount intercooler/radiator, and catch can setup. Tony Spitaleri from Carbon Fiber Element performed all of the carbon work for the car, including the front fenders and flares, dash trim, steering wheel, and centre console. And Ryan Nettleton from Exact Art did a lot of custom interior work, including the reupholstered back seats, leather trim, laser-engraved Alcantara pillars and headlining."

Naturally there are always going to be complexities with squeezing a non-native engine into any car, and the troubles are amplified on the Nissan-Subaru axis by the fact that the RB26 wants to work with a front differential, which the stock Subaru setup

lacks. The motor had to be butted right up into the firewall to make everything fit, which then necessitated moving the steering column back. And if you've moved the column, you also need to move the seats back, and the pedals too, and extend the centre console... one thing leads to another, with the car fighting back at every turn. The guys had to install a dry sump setup too, as the RB26 oil pan needed butchering to clear the crossmember. This kind of swap ain't easy. You can't just knock it all out over the course of an afternoon. It takes time, ingenuity, and a whole lot of head scratching.

All worth it in the end though, huh? Just look at the thing. It's insane. And with the engine's standalone management, shiny new twin-scroll turbo and a whole host of other tweaks and tricks, the car's putting out a riotous 713hp at the wheels, which is several levels beyond bonkers. Rolling on Air Lift suspension and Nessen Forged rims, this widebody bruiser is a multiple threat. When Austin set out to build a socially shareable company demonstrator, he fully smashed it out of the park.



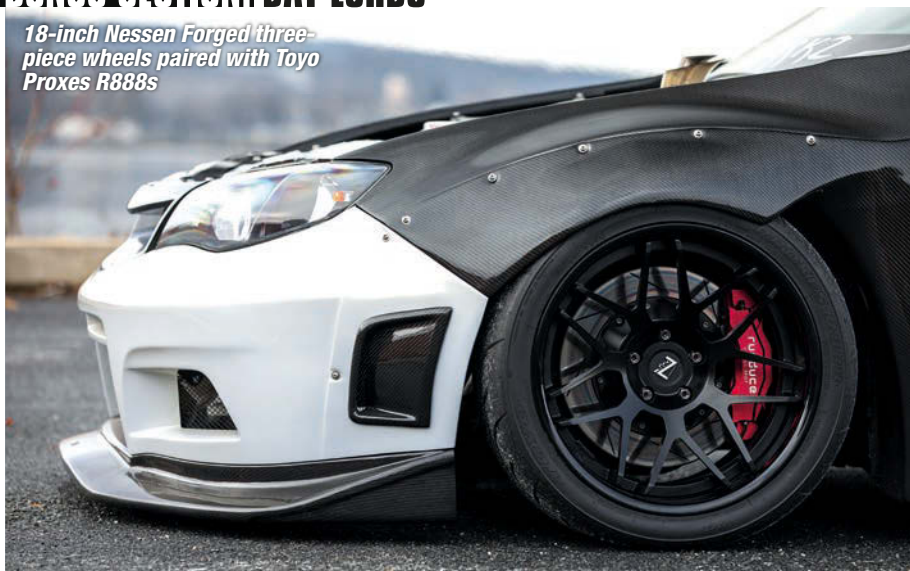






## BONUS SECTION: BAY LORDS

18-inch Nessen Forged three-piece wheels paired with Toyo Proxes R888s




It hasn't actually annoyed people in the way you might expect either. Enthusiasts seem to be cool with the mish-mash of ideas at play.

"I often get told it's the best of both worlds," Austin beams, "with people's favourite chassis mated to their favourite engine. The motor gets a lot of double-takes too!"

We bet it does. And the sheer, bare-faced mischief of it all has been giving the man ideas. Seven-hundred-odd ponies may be a staggering figure, but it's not enough to keep Austin satisfied – not with his muscle car background. He needs the ground to really shake.

"I'm currently building another RB26, which will be stroked to 2.8-litres," he grins, devilishly. "Once that's finished, I will be shooting for more power. I'm also debating installing a sequential trans for the extra fun and performance! And of course, the car already has the option of being full RWD on demand..."

So it's a car not just for shows, but also the strip, the track, and even the drift scene. It may not be bouncing through forests like its three-box forebears, but this practical hatchback's definitely not that sensible any more. 

**"It's people's favourite chassis mated to their favourite engine"**

## TECH SPEC: IMPREZA

### STYLING

Custom white paint with gold pearl (by FAST of West Chester); MntRider Designs widebody kit; Carbon Fiber Element wings and flares; Varis front bumper; Blacktop Aero rear spoiler; APR Dodge Viper rear diffuser; custom headlight retrofit; IPF JDM foglights; titanium dress-up bolts; custom firewall and trans tunnel; custom engine bay shave and wire tuck; custom front and rear tubular subframes.

### TUNING

RB26DETT 2.6-litre straight-six (from 1999 Nissan Skyline GT-R); Schmuck Built exhaust manifold; intake piping; V-mount intercooler and radiator; Borg Warner EFR 9174 twin-scroll turbo; Plazmaman intake manifold and 90mm throttle body; Ross Tuffbond stage 4 dry sump; Radium Engineering dual AEM 320 E85 fuel pumps; ID2000 injectors; custom electric power steering; Haltech Platinum Pro standalone ECU; Wiring Specialties engine harness; Zeitronix flex-fuel setup; 6-speed Getrag AWD trans; Driveshaft Shop stage 4 axles and propshaft; ATS triple carbon clutch; full race ETS-Pro centre diff controller (with full RWD capability).

### TUNING

713whp; 568wtq.

### CHASSIS:

12x18in Nessen Forged S17.0 3-piece wheels; 315/30 Toyo Proxes R888 tyres; Air Lift Performance suspension with 3P management; Runduco BBK (8-pot front, 6-pot rear).

### INTERIOR

Takata Drift Pro LE seats with harnesses; rear seats trimmed to match by Exact Art; AIM MXG digital dash; Alcantara pillars and headlining with custom laser-etched accents; custom Agency Power 6-point rollcage; Ti cage hardware and Billetworkz curved washers; custom carbon fibre steering wheel and panels by Carbon Fiber Element; OBP Racing pedal box; relocated steering column; centre console and front seats; iPad dash mount; Tanabe gauges; Billetworkz gearknob and handbrake.

### THANKS

FAST of West Chester (Dave Brown); Schmuck Built (Jason Schmuck); Carbon Fiber Element (Tony Spitaleri); Exact Art (Ryan Nettleton); I also want to give thanks to a good friend of mine, Willy Izaguirre. He has inspired me to build different and unique, while always staying humble. Being a car enthusiast is about enjoying your own car while creating the best of friends along the way. Also a special thanks to the guys at eJudged, who gave me the opportunity to display my car at their booth at SEMA 2017.





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## BONUS SECTION: BAY LORDS

Words Stav Photography Ade Brannan





# The same, but different

*Engine swapped RX-7s are always controversial. But what if it's an engine that behaves like the rotary, but, well, better?*







**T**here's no doubt the Mazda rotary engine is an awesome piece of kit. Nobody could think any differently if they experienced a really good one. Which is why rotary fans are fanatical – usually disgusted by the mere thought of swapping a piston engine in to a RX-7.

The trouble is, the rotary engine is temperamental at best, a nightmare at worst, and more suited to a race car than an every day road car. So probably more people have experienced the bad sides to them than the good, and that's given them a somewhat undeservedly bad reputation.

The engines might scare off a lot of people. But the rest of the car, well, nobody in their right mind can say they're anything but awesome. Stunning looks, big brakes, great handling, and a large engine bay, means they're one of the most popular cars to do an engine swap on. Much to the horror of the rotary fans.

A lot of the arguments rotary fans have against engine swaps is they go against the original feel of the car, that the high-revving, screaming, turbocharged engine is part of what makes an RX-7 so special, and to be honest, they do have a good point.

But what about if you fitted an engine that revved just as high, was also turbocharged, and is capable of making just as much power? Well, that's exactly what Alvi, the owner of this stunning looking FD RX-7, has done. And you've got to be an absolute rotary fanatic not to love the result.

As first impressions of a rotary goes, Alvi honestly couldn't have had it much worse with this FD. While it was a rare sunroof model, it had an automatic gearbox. It had damage to the door locks and wiring as some scumbags had attempted to steal it. And to make it worse, once he got it started it had a misfire, which he quickly realised was more than just an ignition problem. The car had the dreaded rotary engine issues.

At this point most RX-7 owners start googling prices for V8 conversion kits. But rather than instantly quit rotary life before it even started, Alvi started by seeing if the rotary could be saved. "I took the rotary apart to see what was wrong. But it wasn't good news. A lot of the parts had turned blue from being badly overheated, and it looked like the previous owner had ran it low



*Fujitsu exhaust*

on oil. Most of the main parts were scrap" he explained. While a typical rotary rebuild is cheap compared to many piston engines, the serious engine damage meant he'd almost be starting from scratch and the cost was huge. So Alvi decided to look into alternative engine options.

After much deliberation, the engine choice was made, and for two reasons. Firstly, the high revving nature of the rotary is all part of the fun. And secondly, Alvi always fancied a Honda S2000 but found he was too tall to comfortably drive one. So the engine swap he chose was, yes, a Honda F20C lump from a S2000!

Honda engines get a lot of stick from non-Honda fans for lacking torque. But they do make massive power for their capacity, and are capable of huge revs too, which in essence is exactly like a rotary engine, but unlike these, Hondas are famous for their reliability.



## THE SWAP

The Honda F20C engine is a serious piece of kit. Not only does it make well over 100bhp per litre naturally aspirated and revving to 9,000rpm as standard, but they're incredibly receptive to that thing we all know and love – boost pressure! Thanks to the huge flowing cylinder head, and its ability to rev to the moon, they really come alive with a bit of boost, with 500bhp+ being commonplace and some people managing as much as 750bhp on standard internals. These engines come fitted in just one car as standard, the S2000. But unfortunately they have notoriously weak rear diffs, meaning big changes are needed if you want to make a big power S2000!





"It was dangerous to drive, easily spinning in third gear on dry tarmac"



### *Turbo conversion via Lithuania*

But what about the turbo? A big reason there's less love for the RX-8 over the RX-7 is that while it also revs to the moon, it lacks the turbo an RX-7 does to make really big power and torque. And so does the F20C lump. Well, usually...

"I bought a crash damaged S2000 as a donor car, and completed the swap in about four months" Alvi explains. It wasn't an easy swap, with loads of custom parts, but he's very handy with the spanners and built almost all of this car himself. The only help he needed was on the wiring side of things, to get the engine running and the S2000 digital dash working fully.

"I drove it around at first in N/A form, but soon enough I decided to boost it" he explains. And this is where the engine swap gets really interesting.

Thanks to the big engine bay of the FD and the popularity of turbocharging the F20C engine, it was always a good idea. But while everyone's got their chosen tuners, and it's certainly worth travelling to get the service you're happy with, Alvi's choice was further than most. In Lithuania. 1,800 miles away from his home in Ireland!

"I shipped the car over to Lithuania to HondaTuning.Lt to get the turbo conversion done, as I know they do a great job. I got them to build me a custom manifold, downpipe, intercooler, as well as map it on an AEM engine management once it was all complete," he says.

It was also decided to fit lower compression pistons, allowing big boost potential on normal Irish pump fuel, as well as fit ARP head studs, later spec valve retainers, and a baffled sump to keep the oil in check when cornering hard.

The result, with the car running a BorgWarner EFR7163 turbo, was 403bhp at just 14psi boost, and a whole lot more to come once Alvi chooses to up the boost. The peak number is far from shy in a pretty light car like an FD RX-7, but what really makes it special is how massive the powerband is. Full boost is at around 4,000rpm, giving the car far more low down grunt than the standard F20C engine. But the rev limit is at a massive 9,200rpm, so it's actually far revvier than the original rotary engine, eliminating the one big thing the anti-swap people state as why to keep the original lump!

When the F20C turbo setup was first completed the car was still silver with standard bodywork and skinny factory tyres. Alvi says it was an interesting drive to say the least! "When I got the car back it was dangerous to drive, easily spinning in third gear on dry tarmac as soon as it was on boost. The standard tyres were only 205/50x16!" he laughs.

The FD in this deathtrap spec thankfully didn't last long, as he already had plans to strip it down to a shell and make the show match its new-found go, in the form of ultra-deep dish SSR Professor TF1 wheels along with Rocket Bunny wide arches and a whole host of custom bodywork.

Rather than fitting a full RB kit like so many FD RX-7s out there, Alvi chose to just use the arches and side skirts, albeit bonded on with all the rivet holes filled for a smoother look. Rather than the typical wild front bumpers or even the more slab sided Rocket Bunny one might use, Alvi went for a '99 spec standard front bumper and splitter, and the result is a classier, more factory-look than usual.







*The only negatives in this build are the offsets*

## THE RIMS

As wheels go, these are up there with the best of them for truly crazy specs. Made by Japanese wheel legends SSR, they're not only wide, but are a hugely negative offset front (-26) and rear (-52), which gives the enormous dish and fills the wide arches.

Brand new, these wheels are likely to cost well over £1,000 each including shipping. But thankfully so many hugely modified cars have been built over the years in Japan that such wild wheel sizes and specs are widely available on the used market over there.

These wheels were sourced via JDMDistro, who specialise in importing the best used wheels from Japan. And while they will still cost serious amounts of money even on the used market, it's a bargain versus the new prices.

## THIS ONE'S MINE

**Name:** Alvydas Nikartas, but people just call me Alvi

**Age:** 27

**Occupation:** Workshop controller and panel beater

**How long owned:** 4.5 years

**Did you really do this all yourself?:** Almost!

Everything apart from the engine wiring, the turbo conversion, rebuilding the diff, and a friend painted it for me.







*The RB Rivet holes have been smoothed over*

It works fantastically, making for a stunning looking car that still stands out a mile without looking over the top. With the car now packing a high revving turbocharged engine and the amazing looks to match, does that mean the car is complete? Hell no, of course not, that's never the way with true modified car fans!

"The car drives great now, and unlike so many rotaries it starts every time no problem. But it's still not complete and I don't think it ever will be" says Alvi. "For the bodywork, I want to fit front and rear diffusers, and I've decided to go for a Rocket Bunny ducktail rear spoiler too. For the engine, I want to modify the layout a little and improve the cooling system, then go for 500bhp; the engine and turbo can take it easily".

He's right too, Honda haters say a lot of things, but big power, huge revs, and reliability, is surely every rotary purists dream setup. So, deep down, surely they'd secretly like this swap?! 🇫🇮

## ENGINE

Honda F20C2 2ltr 16 valve; Mahle 8.9:1 forged pistons; standard FRM liners; AP2 valve retainers; Skunk2 valve seals; ARP head studs; baffled sump; 750cc injectors; custom tubular turbo manifold; custom intercooler piping; BorgWarner EFR 7163 turbo with internal wastegate and integrated BOV; front mount intercooler; custom heat wrapped downpipe; Fujitsubo exhaust; Walbro fuel pump; custom engine mounts; J's Racing engine damper; battery relocated to the boot; AEM Series 2 ECU mapped by Irmantas Katinas at Hondatuning.Lt; 403bhp at 14psi boost; 9,200rpm rev limit.

## TRANSMISSION

Honda S2000 6 speed gearbox; ACT clutch pressure plate; custom clutch master cylinder; custom propshaft; Cosco 1.5way LSD; custom gearbox mounts; solid differential bushes.

## SUSPENSION

BC BR-series fully adjustable coilovers; custom hydraulic power steering pump and lines; custom front subframe; powder coated rear subframe; front strut brace.

## BRAKES

Standard Sumitomo 4-pot front brakes and 2-pot rear.

## WHEELS AND TYRES

SSR Professor TF1 split rims; 9.5x18 ET minus 26 (front); 11.5x18 ET; minus 52 (rear); 245/35x18 (front); 285/38x18 (rear) Pirelli P Zero tyres.

## INTERIOR

Standard interior with Nardi steering wheel; Honda S2000 digital dash; AEM Air/Fuel ratio gauge.

## EXTERIOR

1999 spec RX-7 front bumper and lights; Rocket Bunny wide arches and side skirts; kit bonded on, rivet holes filled and smoothed; Japspeed carbon spoiler with custom powder coated spoiler legs; Mazda roof spoiler; painted in Honda NSX Formula Red.

## CHEERS TO

Julius Jurkunas at JJ Autos Body Works ([www.facebook.com/jjautosbodyworks](http://www.facebook.com/jjautosbodyworks)); Irmantas Katinas ([www.hondatuning.lt](http://www.hondatuning.lt)); my family and friends for all the help and support; Also, check out my instagram! @alvo\_motors.

"The car drives great and unlike so many rotaries it starts every time"



*SSR Professor TF1 split rims look bang on under the Rocket Bunny arches*



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## BONUS SECTION: BAY LORDS

Words Dan Bevis Photography Dave Cox





# Expect the Unexpected

*This may look like nothing more than a tidy old pickup truck. But looks can be deceiving. And deceiving turns to embarrassing when you get your ass handed to you on the track...*





## BONUS SECTION: BAY LORDS

The more you look, the more details you uncover...



**E**xpect the unexpected. It's a phrase you hear a lot. And it's nonsense really, isn't it? It's physically impossible. The human brain is not conditioned to expect something that is not expected. Sure, life loves to blindsides us – let's say, for example, that you're biting into a tasty jam sandwich, and after a few microseconds your brain says 'Hang on, this isn't jam – it's Marmite'. Or your boss calls you into his office and you think he's going to offer you a payrise, and instead he tells you you're fired for gross misconduct because of that incident with the intern in the postroom. But that's not expecting the unexpected, is it? That's just preparing for alternatives. Or not.

This Toyota Hilux is another example of how life enjoys pulling the rug from under our feet. At first glance, it appears to be a sympathetically restored 1970s truck, enjoying a fresh set of rims and a lower stance. Tidy. But when you lift the bonnet, there's a Mazda MX-5 engine in there! Weren't prepared for that, were you? And the jigsaw thickens as we discover that this artful engineering project is way, way more than just an engine swap...

The brainchild of Driftworks founder James Robinson, this glorious Eastern mashup has its roots planted in South Africa. How so? Well, he'd been looking for a new runabout, with a fairly open brief. It had to be retro, fun, unusual, and have space to throw a mountain bike or two in the back. Some oblique clicking around eBay one night yielded an improbable and yet strangely perfect candidate: a straight and solid 1972 Hilux, freshly imported from South Africa.

An excellent base for a project, as you don't see many of these in the UK (those that did make it over generally got worked into the ground) and this one hadn't had too hard a life. However there was much potential for improvement. The wheezy 1600 drivetrain could be hoiked out in order to tick the 'fun' box on the brief, and the lack of any kind of seals or a heater meant a certain amount of refining and premiumising could take place. So the game was afoot.

Having got the thing bought and brought it back to the workshop, James set about sizing up what he'd found himself with. In essence,

the fundamentals comprised leaf springs, crap brakes, a column-shift gearbox, and a thoroughly vintage approach to motive power. So he had two options, really. Make good with what was there, or pursue a radical alternative. And c'mon, it was always going to be option B, wasn't it?

As the nature of his job might suggest, James is a unique thinker, and it wasn't long before his supernaturally rewired brain cottoned onto the fact the Mazda MX-5 has a similar-ish footprint to the first-gen Hilux. Kinda. And that was all the impetus he needed to buy himself a 2001 NB donor and crack out the measuring tape. And the power tools, obviously. You need them.

The genius of this idea, of course, is that keeping as much of the MX-5 as possible under the skin means two important things. Firstly, service and upgrade parts are readily available. And secondly, the aftermarket loves the MX-5.

So having ripped up the little Mazda like some furious Tasmanian devil, James scooped up his new-wave engine, gearbox,



Ammunition box houses the battery





*A blown MX-5 lump no less*



*The Verde Guacamole paint lulls you into a false sense of security*



"This naughty little truck now pulses to the beat of 220bhp, which ain't bad for something that weighs just 1,100kg"



*There's an MX-5 under there somewhere*

suspension and subframes, and popped next door to DynoTorque to smooch it all into a Hilux shape.

DynoTorque have form with this kind of eccentric behaviour. They wasted no time unpeeling the Toyota's body and dropping the cab over the Mazda's front subframe. Surprisingly, the dimensions married up pretty well. Naturally there was a fair amount of trimming and notching to get it sitting perfectly, along with a whole load of strengthening. But the only significant hurdle that was thrown up related to the suspension.

See, the Hilux doesn't have strut towers in the inner wings, they're part of the subframe... which had been removed. But no bother, the fellas laser-cut their own custom mounts, artfully keeping it all where the Mazda would expect it to be while also ensuring it fitted neatly into the Hilux. It was much the same story at the rear too, junking the archaic architecture and fabricating a strong new framework into which to insert the modern hardware. It's true craftsmanship, this.

As you'd expect, all of the componentry was replaced with new or upgraded items as they went through, and it had to be a Driftworks showcase, that goes without saying. Driftworks CSD coilovers were a no-brainer, along with the firm's adjustable arms. And given James' propensity to get things sideways, the lock angles on that Mazda steering rack are frankly unbelievable!

Fans of logic will have deduced that utilitarian pickup trucks tend to be a bit longer than lightweight two-seater sports cars, so it'll come as no surprise to learn that the Hilux is quite a bit lengthier than the MX-5. But DynoTorque relished the challenge and jumped on it with aplomb, taking the opportunity to massively strengthen the chassis with reinforced cross-sections throughout as they stretched it to suit. Makes sense, really. They knew the abuse this truck would ultimately be receiving. Particularly given James's enthusiasm for power!

He was well aware that the MX-5's engine had originally been designed to be strong enough for turbocharging, and that was all the excuse he needed to strap on a brawny Subaru TD04 unit on a G19 Engineering turbo kit, and get some real power flowing through those tidy little WORK Equip 40s. This naughty little truck now

pulses to the beat of 220bhp, which ain't bad for something that weighs just 1,100kg and has very little mass over the back wheels! Stir in a Driftworks hydraulic handbrake and that's a real recipe for tyre-slaying naughtiness.

We've made this all sound simple, but nothing about this build was easy. When you're creating something this offbeat, it fights you every step of the way, and the finished product is testament to the engineering genius of DynoTorque and Driftworks. See, that's the brilliance of this Hilux – the classically-styled Verde Guacamole paint, cunningly laid over all the truck's original dents, lulls you into a false sense of security. But the more you look, the more details you uncover; the LED taillights, the 3D-printed badges hinting at what's under the bonnet, the ammunition box housing the relocated battery... and then James fires it up and flexes his ankle, and you hear that turbo snorting and chuffing.

Expect the unexpected? It may look unassuming, but if you look at it funny this retro Hilux will tear you apart. 🏁





## TECH SPEC: **TOYOTA HILUX**

### **STYLING**

1972 Hilux; repainted in Verde Guacamole (with all original dents retained); cream engine bay; new bed liner; battery mounted in ammunition box in rear; 3D-printed 1800T badges; LED taillights; original weight plate (with original scratches).

### **TUNING**

Mazda MX-5 (NB) 1.8-litre twin-cam VVC; custom intake manifold; Subaru TD04 turbo with G19 Engineering turbo kit (inc. manifold, downpipe and turbo mount); custom DynoTorque exhaust with Simons rear box; Motorsport Electronics ME221 ECU; custom foam-baffled fuel tank; Sytec Motorsport fuel pump; FPR and filter; MX-5 Torsen diff. 220bhp @ 8.8psi.

### **CHASSIS**

7x15in +32 WORK Equip 40 wheels; 185/55 tyres; NB MX-5 front subframe; custom suspension mounts; Driftworks HSD coilovers; Driftworks adjustable front arms; Whiteline MX-5 anti-roll bars; MX-5 brakes; MX-5 steering rack with Destroy Or Die knuckles; Destroy Or Die camber-adjustable lower arms; double-wishbone rear suspension with Driftworks adjustable arms; Powerflex bushes.

### **INTERIOR**

Nardi steering wheel; OEM Hilux dials and bench seat; Driftworks hydraulic handbrake; flocked dash; CG locks for seatbelts; retrofit electric heater.





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# PCD Fitment Guide

We couldn't list every single car in the history of the universe (we just don't have the pages), but here's the majority of the scene's core motors – and a few wacky OEM+ options



Make	Model	PCD	Centrebore
Alfa Romeo	159 (2005-)	5x110	65.1
	166 (1998-2007)	5x108	58.1
Aston Martin	Vantage	5x114.3	68.1
Audi	A1 (2010-)	5x100	57.1
	A3 (8L 1996-2003)	5x100	57.1
	A3 (8P 2003-)	5x112	57.1
	A4 (8E 2000-2004)	5x112	57.1
	A4 (B8 2007-)	5x112	66.6
	A6 (1999-2011)	5x112	57.1
	A6 (2011-)	5x112	66.6
	A8 (4E 2002-2010)	5x112	57.1
	A8 (4H 2010-)	5x112	66.6
	RS6 (4B 2002-2004)	5x112	57.1
	S3 (1999-2003)	5x100	57.1
	S3 (2006-)	5x112	57.1
Bentley	S4 (199-2001)	5x112	57.1
	TT 8J (2007-)	5x112	57.1
	TT 8N (2003-2007)	5x100	57.1
Bentley	Continental GT	5x112	57.1
BMW	1 Series (2004-)	5x120	72.6
	3 Series E30 (1982-1990)	4x100	57.1
	3 Series E36-F30 (1990-)	5x120	72.6
	5 Series E28, E34 (1985-1995)	5x120	72.6
	5 Series E39 (1995-2003)	5x120	74.1
	5 Series E60-F11 (2003-)	5x120	72.6
	6 Series (1976-)	5x120	72.6
	7 Series (1977-)	5x120	72.6
	Z3 (1996-2003)	5x120	72.6
	Z4 (2002-)	5x120	72.6
Citroën	AX (4 stud)	4x108	65.1
	C1	4x100	54.1
	C2	4x108	65.1
	C3	4x108	65.1
	C4	4x108	65.1
	DS3	4x108	65.1
	Saxo	4x108	65.1
Chevrolet	Corvette C4	5x120.5	70.5
Ford	Escort RS Cosworth	4x108	63.3
	Fiesta (all)	4x108	63.3
	Focus (1998-2004)	4x108	63.3
	Focus (2004-)	5x108	63.3
	Focus RS (2009-)	5x108	63.3
	Ka (1996-2008)	4x108	63.3
	Mondeo (1993-2000)	4x108	63.3
	Mondeo (2000-)	5x108	63.3
	Puma (1997-2001)	4x108	63.3
	Sierra Cosworth (1990-1992)	4x108	63.4
Ferrari	StreetKa (2003-2006)	4x108	63.3
	355	5x108	67

Fiat	Punto (1993-)	4x98	58.1
	Coupe (1993-2000)	4x98	58.1
	Bravo (1995-)	4x98	58.1
Honda	Accord (2003-)	5x114.3	64.1
	CRX (1984-2000)	4x100	56.1
	Civic (1983-2006)	4x100	56.1
	Civic (2006-)	5x114.3	64.1
	Civic Type R (all)	5x114.3	64.1
	Integra Type R	5x114.3	64.1
	Jazz	4x100	56.1
Infiniti	S2000	5x114.3	64.1
	G35 (2003-2007)	5x114.3	66.1
Land Rover	Freelander (1998-2006)	5x114.3	64.1
	Freelander II (2006-)	5x108	63.4
	Range Rover II P38 (1995-2002)	5x120	70.1
	Range Rover Sport (2005-)	5x120	72.6
	Range Rover Evoque	5x108	63.4
Lexus	GS 300/430	5x114.3	60.1
	IS 200	5x114.3	60.1
	LS 400/430	5x114.3	60.1
	LS460/600	5x120	60.1
Lotus	Elise S2 (Front 2002-)	4x100	56.6
Maserati	Grand Sport	5x108	67.1
Mazda	RX-7	5x114.3	59.6
	RX-8	5x114.3	67.1
	MX-5 (1990-2005)	4x100	54.1
	MX-5 (2005-)	5x114.3	67.1
Maybach	62S	5x112	66.6
Mercedes	190	5x112	66.6
	A-Class (all)	5x112	66.6
	C63 AMG	5x112	66.6
	C-Class (all)	5x112	66.6
	CL	5x112	66.6
	CLC	5x112	66.6
	CLK	5x112	66.6
	CLS	5x112	66.6
	E63 AMG	5x112	66.6
	E-Class (all)	5x112	66.6
MG	ZR	4x100	56.1
	ZS	4x100	56.1
	ZT	5x100	56.1
Mini (New)	Cooper (all)	4x100	56.1
	One (all)	4x100	56.1
Mitsubishi	Lancer Evo I, 2, 3	4x114.3	67.1
	Lancer Evo, 4, 5, 6, 7, 8, 9, 10	5x114.3	67.1
	Colt (1992-2004)	4x100	56.1
	FTO	5x114	67.1
Nissan	200SX S12, S13	4x114.3	66.1
	200SX S14, S15	5x114.3	66.1
	300ZX Z31/Z32 (1989-1992)	5x114.3	66.1



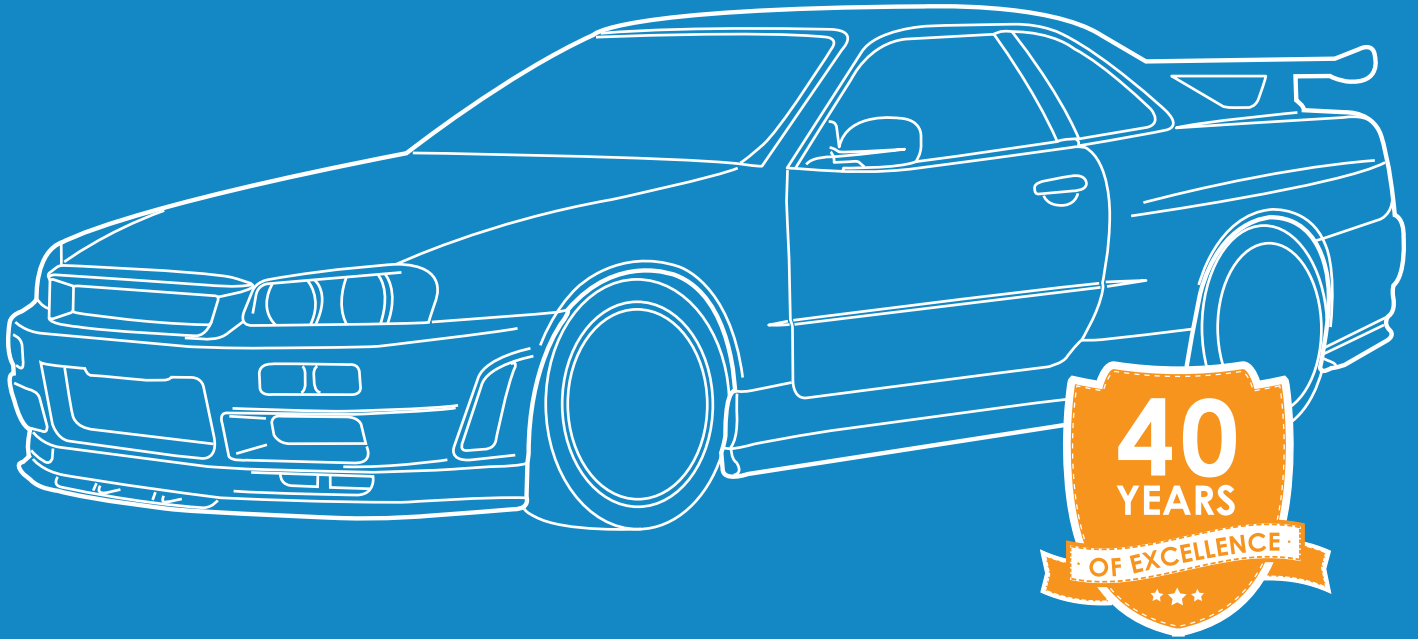
	350Z (2002-2009)	5x114.3	66.1
	370Z (2009-)	5x114.3	66.1
	GT-R (2008-)	5x114.3	66.1
	Juke (2010-)	5x114.3	66.1
	Micra (1993-2003)	4x100	59.1
	Micra (2010-)	4x100	60.1
	Skyline R32 (GTS only)	4x114.3	66.1
	Skyline R32, R33, R34 (1989-2002)	5x114.3	66.1
	Sunny (1991-1995)	4x100	59.1
<b>Peugeot</b>	106 (4 stud 1992-2005)	4x108	65.1
	107 (2005-)	4x100	54.1
	205 (1986-1996)	4x108	65.1
	206 (1998-2009)	4x108	65.1
	207 (2006-)	4x108	65.1
	207CC (2007-)	4x108	65.1
	306 (1993-2001)	4x108	65.1
	307 (2001-2009)	4x108	65.1
	406 (1995-2004)	4x108	65.1
	406 Coupe (1996-2005)	4x108	65.1
<b>Porsche</b>	911 (993, 996, 997 all GT)	5x130	71.6
	924 (1976-1987)	4x108	57.1
	928 (1978-1995)	5x130	71.6
	944 (1987-1991)	5x130	71.6
	Boxster (1996-)	5x130	71.6
	Cayenne (2002-)	5x130	71.6
	Cayman (2004-)	5x130	71.6
	Panamera (2009-)	5x130	71.6
<b>Renault</b>	Clio (1990-)	4x100	60.1
	Clio V6	5x108	60.1
	Megane (1996-2008 )	4x100	60.1
	Megane 3 (2008-)	5x114.3	66.1
	Megane 225 Sport	5x108	60.1
	Twingo	4x100	60.1
<b>SEAT</b>	Arosa	4x100	57.1
	Ibiza (2002-2008)	5x100	57.1
	Ibiza (2008-)	5x100	57.1
	Ibiza (4 stud)	4x100	57.1
	Leon (2005-)	5x112	57.1
	Leon (-2005)	5x100	57.1
<b>Skoda</b>	Fabia	5x100	57.1
	Octavia (2005-)	5x112	57.1
	Octavia (-2005)	5x100	57.1
	Superb	5x112	57.1
<b>Subaru</b>	Impreza	5x100	56.1
	Impreza STI, WRX (1993-04)	5x100	56.1
	Impreza STI (2005-)	5x114.3	56.1
<b>Suzuki</b>	Swift (2005-)	4x100	54.1
	Swift Sport 2006	5x114.3	60.1
	Wagon R	4x100	54.1
<b>Toyota</b>	Celica (-1999)	5x100	54.1
	Corolla (1987-2007)	4x100	54.1
	Corolla (2007-)	5x114.3	60.1
	MR2 (2001-)	4x100	54.1
	MR2 (-2001)	5x114.3	60.1
	Yaris (all)	4x100	54.1
	GT86	5x100	56.1
	Supra 1, 2	5x114.3	60.1

<b>Vauxhall</b>	Astra F, G (1991-2004) 4 stud	4x100	56.5
	Astra G, 5 stud (1998-2004)	5x110	65.1
	Astra H (2004-2009)	4x100	56.6
	Astra H 5 stud (2004-2009)	5x110	65.1
	Calibra	4x100	56.5
	Calibra (V6 Turbo)	5x110	65.1
	Corsa B, C, D (1993-) 4 stud	4x100	56.6
	Corsa C, D (2000-) 5 stud	5x110	65.1
	Insignia (2008- )	5x120	67.1
	Nova A (1982-1993)	4x100	56.6
	Vectra A, B, C (5 stud)	5x110	65.1
	Vectra A, B (4 stud)	4x100	56.6
<b>Volkswagen</b>	Amarok (2010-)	5x120	65.1
	Bora (1998-2005)	5x100	57.1
	Caddy (1996-2003)	4x100	57.1
	Corrado (1988-1996)	4x100	57.1
	Corrado VR6 (1991-1996)	5x100	57.1
	EOS (2006-)	5x112	57.1
	Fox (2005-)	5x100	57.1
	Golf 1, 2, 3 (1979-1997)	4x100	57.1
	Golf 3 GTI/VR6 (1991-1997)	5x100	57.1
	Golf 4 (1997-2004)	5x100	57.1
	Golf 5, 6 (2003-)	5x112	57.1
	Jetta (1985-1991)	4x100	57.1
	Jetta (2005-)	5x112	57.1
	Lupo (1998-2005)	4x100	57.1
	New Beetle (1998-)	5x100	57.1
	Passat (1983-1996)	4x100	57.1
	Passat B5, B6, B7, CC (1996-)	5x112	57.1
	Phaeton (2002-)	5x112	57.1
	Polo (1994-2001)	4x100	57.1
	Polo (2001-)	5x100	57.1
	Scirocco II (1981-1992)	4x100	57.1
	Scirocco III (2008-)	5x112	57.1
	Touareg (2002-) diesel	5x130	57.1
	Touareg VR5 TDI (2002-2010)	5x120	65.1
	Transporter T4	5x112	57.1
	Transporter T5 (2003-)	5x120	65.1
	Vento (1992-1998)	4x100	57.1
	Vento VR6 (1995-1998)	5x100	57.1
<b>Volvo</b>	340	4x100	52.1
	C30 (2006-)	5x108	63.4
	C70 (1998-2006)	5x108	65.1
	S60R (2003-2010)	5x108	65.1
	S70 (1997-2000)	5x108	65.1
	S80 (1998-2006)	5x108	65.1
	V70 (2007-)	5x108	63.4





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## FAST Projects



### GLENDAS AUDI RS4

It's been an exhausting month for Glenda. But in a good way...

Start

Never Finished

MAIN MODS: MILLTEK EXHAUST

P102



### ZERO EV TESLA-POWERED R32 DRIFTER

The guys at Zero EV are charging ahead with the build (pun, very much intended).

Start

Never Finished

MAIN MODS: TESLA ELECTRIC MOTOR

P104



### MIDGE'S BEETLE 1.8T

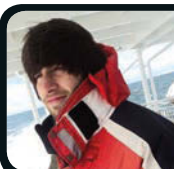
When Midge isn't on holiday he's down the workshop building cars. True story.

Start

Never Finished

MAIN MODS: K&N INDUCTION KIT • CORBEAU RECLINERS • SMOOTHED FRONT BUMPER • AIR LIFT SUSPENSION

P106



### MARK'S MAZDA RX-7 & R34 GT-R

Yup, that's right! Not content with one iconic Jap car, he's gone and bought another...

Start

Never Finished

MAIN MODS: ROTIFORM LAS-R RIMS • TOYO R888R TYRES • HKS T51R SINGLE TURBO CONVERSION • RECAROS

P108







## GLENDAS AUDI RS4

**IT'S TIME TO BRING THE NOISE, WITH SOME HELP FROM MILLTEK SPORT...**



For me, a V8 should sound like a V8. But, the exhaust system on the RS4 B7 is a pretty understated affair. In fact, until you stick your foot to the floor and the exhaust valves open, there's not much noise at all. Don't get me wrong, it sounds superb at times, but it kind of lacks that sense of occasion you expect when you hit the push start on a V8. So a new exhaust has been high up on my list of first mods.

There are quite a few available options for the RS4 B7, but after a lot of research and plenty of recommendations on the Audi forums it seemed pretty clear the best choice for me was going to be a Milltek Sport system.

It's a brand I trust. They've been around for 35 years now and I've seen enough of their systems to know they are built to last. And they sound damn amazing too!

As with most of their Audi RS range there's a choice of valved or non-valved

systems and resonated or non-resonated (quite a bit louder). Obviously I went for the non-resonated. But I decided to have a valved system, because it's nice to have the choice to run something a bit quieter when you're stuck in traffic and not in sport mode.

Anyway, without further ado I got it ordered and amazingly it was with me the next day. Later that week I was at custom vehicle specialists Down & Out getting it fitted.

Admittedly it's been a while since I've had a bolt-on system (as my last few exhausts have been custom made), but I couldn't believe how quick the fitting took. It was under two hours!

Obviously having a ramp, no seized bolts and someone like Chris Hazell doing the majority of work helped. But what really helped was just how well fabricated the Milltek exhaust system was. It wasn't just

inch-perfect, it was millimetre-perfect. And, it came with every single part you needed, even the brace bar, which was a nice touch.

As you can see from the photos, it looks magnificent and the stealthy satin-sheen black tips definitely give the rear end a tougher look.

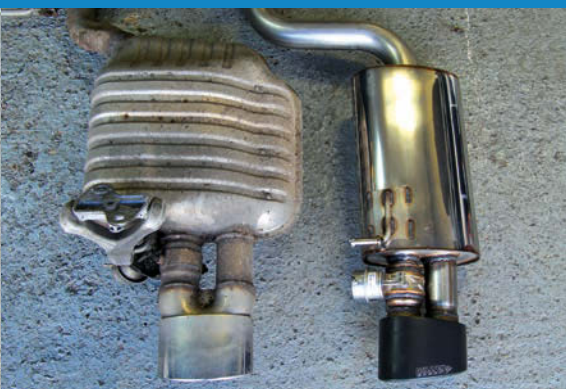
But how does it sound? Well... let's just say I've not stopped smiling in the RS4 since the Milltek has been fitted.

The burble on the start of that V8 purr as I cruise along the road and that deep throaty blip as I plant the accelerator... it's perfect. It's not too loud, not too ASBO like. Nope it's just right!

And from the first drive you can already tell it's definitely added some extra power. The car just feels less restricted as you go through the gears.

So there you have it. If like me you want smiles for miles then give your car the Milltek Sport treatment!





*Lock, (not) stock and...*



*You can't beat shiny silverware*



#### SPENT THIS MONTH

Milltek Sport non-resonated exhaust system with satin sheen black tips.....	£1,933
Down & Out labour.....	£65
<b>TOTAL.....</b>	<b>£1,998</b>

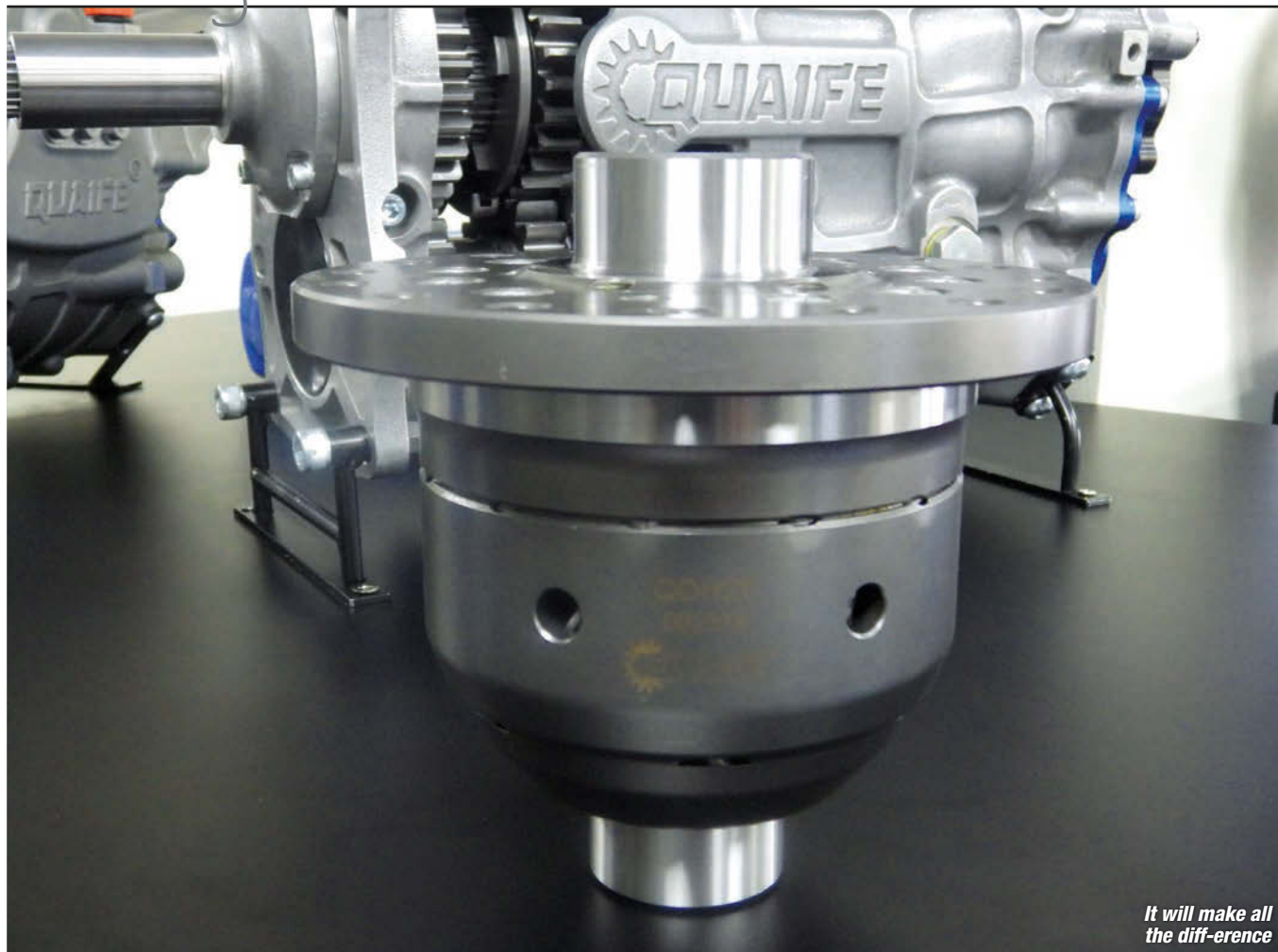
#### CONTACTS

**Milltek Sport**  
01332 227280  
www.millteksport.com

**Down & Out**  
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www.downandoutcustoms.co.uk

*We love a curvy rear end*

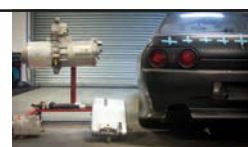




*It will make all the diff-erence*

## ZERO EV R32 SKYLINE

**THE TESLA-POWERED NISSAN R32 SKYLINE DRIFT PROJECT IS CHARGING AHEAD (PUN INTENDED)**



**N**ow you have seen the first issue of this build you probably either love it or hate it. But either way, I bet you're still reading this... Anyway, back to the build.

The drive unit does not just work straight out of the Tesla. It needs a specially developed control board from Zero EV which gives complete control and removes Tesla's software parameters.

In English, this means I can push the motor past its normal limits, meaning even more power and torque than any Tesla out there. And who doesn't like the idea of more POWER? No one!

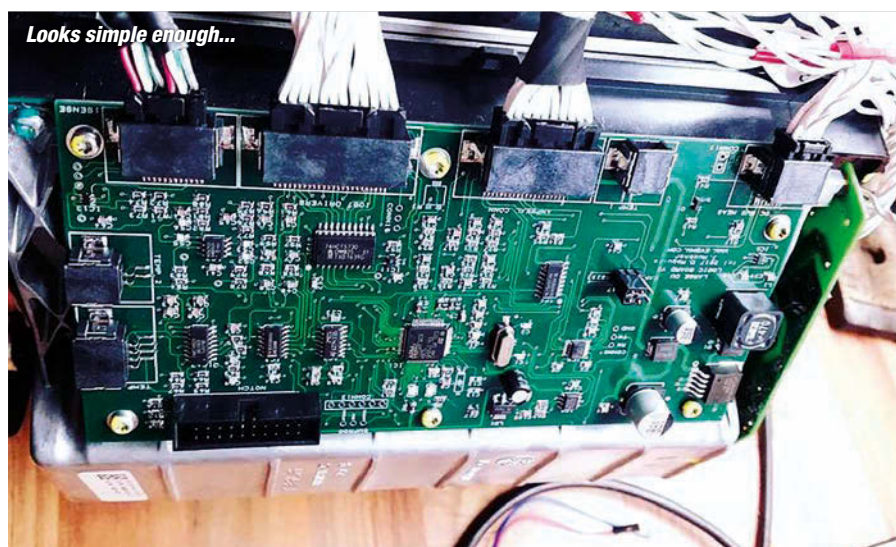
In order to get more power and torque you need batteries that can provide enough juice. The best option for this project are Chevy Volt battery packs. We just need to work out how to fit them in. Hmmm...

In order to get us sliding, we don't just need power and torque, an LSD is also required! Of course, I am not talking about illegal mood enhancers but a limited slip differential. Anyway, drugs are bad kids.

As open diffs are no fun we got in touch with the global market leader in high performance automotive transmission technology, Quaife. And they developed us

a rather special diff that should help with the sideways action.

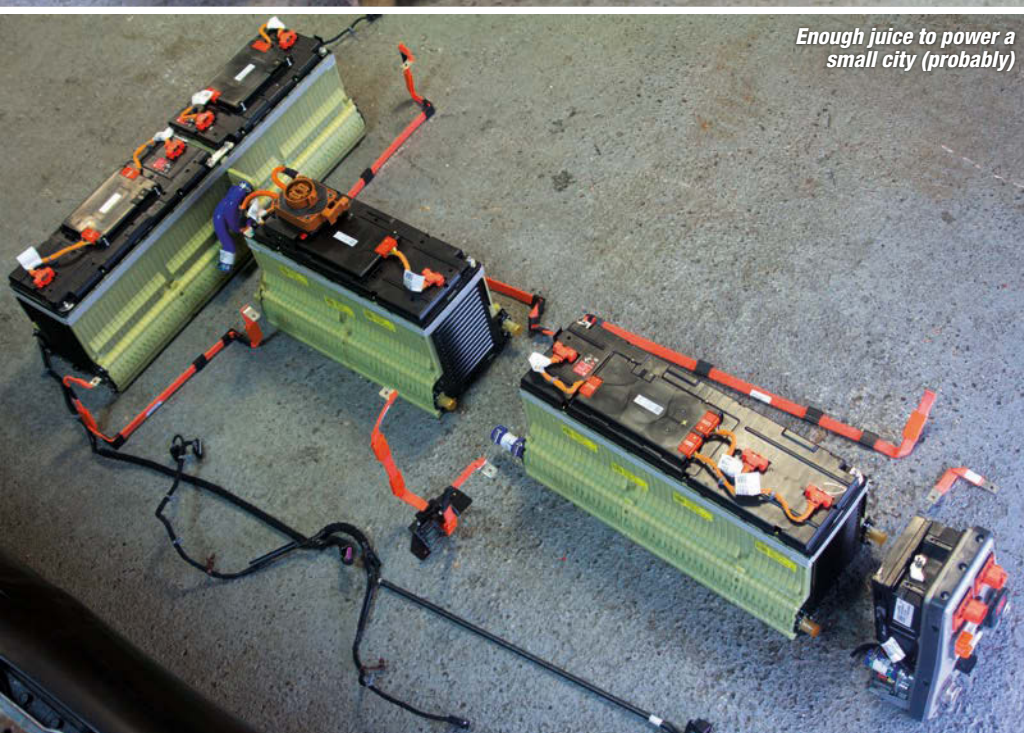
Quaife are diff legends, so if you need one, make them your first call.







*Don't tell Thor (he might get angry)  
but Chris has nicked his hammer*



*Enough juice to power a  
small city (probably)*



#### SPENT THIS MONTH

Chevy Volt battery pack .....£1,200  
Quaife diff .....£1,350  
Zero EV control board.....£1500

**TOTAL**.....£4,050

#### CONTACTS

**Zero EV**  
[www.zero-ev.co.uk](http://www.zero-ev.co.uk)





## MIDGE'S BEETLE TURBO

**THAT'S IT. NOW THE BUG REALLY SUCKS...  
BUT IN A GOOD WAY**



Busy, busy, busy. That's what I've been over the last few weeks, bloody busy (You mean, you're going on holiday, again – Jules).

Still, just because my workshop is rammed with all the projects that make up the never-ending to-do list, and a rather tasty black 350Z that has just arrived on the fleet for us to give away at TRAX in October (more on that in the next issue), doesn't mean I'm allowed to neglect the Beetle for yet another month.

So, as winter is kind of over and the newspaper said it would be a lovely 18°C (hotter than Barcelona, no less) for our deadline week, I geared myself up for a whole 13 minutes of modifying graft.

I know, I know. This amount of sweat and toil may not come naturally – I got a blister and everything. But I do these things because messing about with cars is what

keeps us FC monkeys young. Kind of. (What, even our G? – Jules)

Anyway, the modifying in question was fitting my recently-procured RamAir Jet Stream kit and, to be fair, they couldn't have made it much easier if they'd popped round and bolted the bugger on themselves.

Apart from the lightning quick installation time though, what's so special about this particular induction kit that I would fit it to my very own car? Well, just look at it. It's plain to see that. Even though the price is an absolute bargain, it's easily one of the best quality kits on the market.

Just check out that sweet laser-cut metal heatshield. It comes with all the nuts and bolt you need and even an extra breather filter for the OEM secondary air-injection system. I ripped all that junk out ages ago, but it's nice that they've got it covered.

So, that was my month and I'll admit it's taken me far too long to plonk a huge cone of foamy goodness on there. We all know that a filter upgrade is THE most basic tuning mod, and not practicing what we preach by getting the breathing sorted first is inexcusable. Luckily, I can now look at myself in the mirror again.

All I need now is a huge FMIC and a software upgrade to get the Bug properly rolling on the performance front. Apart from that I really should start pushing on to get everything painted in time for at least a couple of shows this season.

Oh yeah, I've finally decided on that illusive interior colour for this and the TT too. You know that kind of bluey-green, teal colour on the Mercedes-AMG Petronas F1 cars? That's the puppy. Right, gotta go, I have a plane to catch...





Ram it in



No Jules, you don't sing into it



Lovely stuff

## THIS MONTH

### Parts

RamAir Jet Stream induction kit..... £84.99

Total..... £84.99

## CONTACTS

RamAir, [www.ramair.co.uk](http://www.ramair.co.uk)



*Hands up who thinks Mark should sell his house and keep both?*



## MARK'S RX-7 FD & R34 GT-R

**OUT WITH THE OLD, IN WITH THE (SLIGHTLY) NEWER...**



I've owned the RX-7 for nearly four years now, which is a pretty significant milestone for me. It's the longest I've EVER owned a car. I don't know if that's because I'm prone to blowing 'em up, or simply because I get bored easily. What I do know is, I try not to get too attached to cars, because there's so many left to own and experience, it'd be a shame to just have the one...

Which is why the decision to get rid of the RX-7 hasn't been an easy one. I've got nothing but good memories of that car, but after nearly four years of (relatively) trouble-free mileage it's time for a change. But why now?

For a start, I've run out of things to do to it. I know that sounds wacky but hear me out for a second. The way it looks, the performance and overall handling is absolutely spot on for a super-fun, super-fast road car. Which is what it is and always has been. Anything else I do to it is going

to result in massive expense and compromising its drivability.

It doesn't need any more power. It doesn't need to go any lower. It's actually usable. What it does need, however, is someone else to enjoy it before I inevitably lose my mind and embark on a four-rotor project which sees me remortgaging the house.

So, the RX-7 is up for sale. And when it does finally go it'll be a sad day for sure. But in typical petrolhead form, I've done my best to ease the pain with its replacement.

Something old, Japanese and turbocharged. Again.

Truth be told, my obsession for the R34 GT-R goes WAY back beyond my love for RX-7s. It was the first 'proper' car I declared, as an 11-year-old, I would own one day. And dare I say, all the other cars up until the 34 have merely been stepping stones (including a 32 GT-R & 33 GT-R in the past).

Prices of 34 GT-Rs have already rocketed and show no signs of slowing down. So from a man-math logic it was either now or never. I mean £100k+ for a Nissan in the future?! Not even my logic can justify that.

I'll be going into more detail next month, but the key words on the purchase include: HKS 2.8-litre engine, HKS T04Z turbo and 650bhp. Why buy standard when you can buy one tuned for the same money.

You can see more of the build on Instagram, @mark\_scenemedia.

### SPENT THIS MONTH

R34 GT-R ..... £Lots

TOTAL..... £Lots

### CONTACTS

**Harlow Jap Autos**

[www.harlow-jap-autos.co.uk](http://www.harlow-jap-autos.co.uk)



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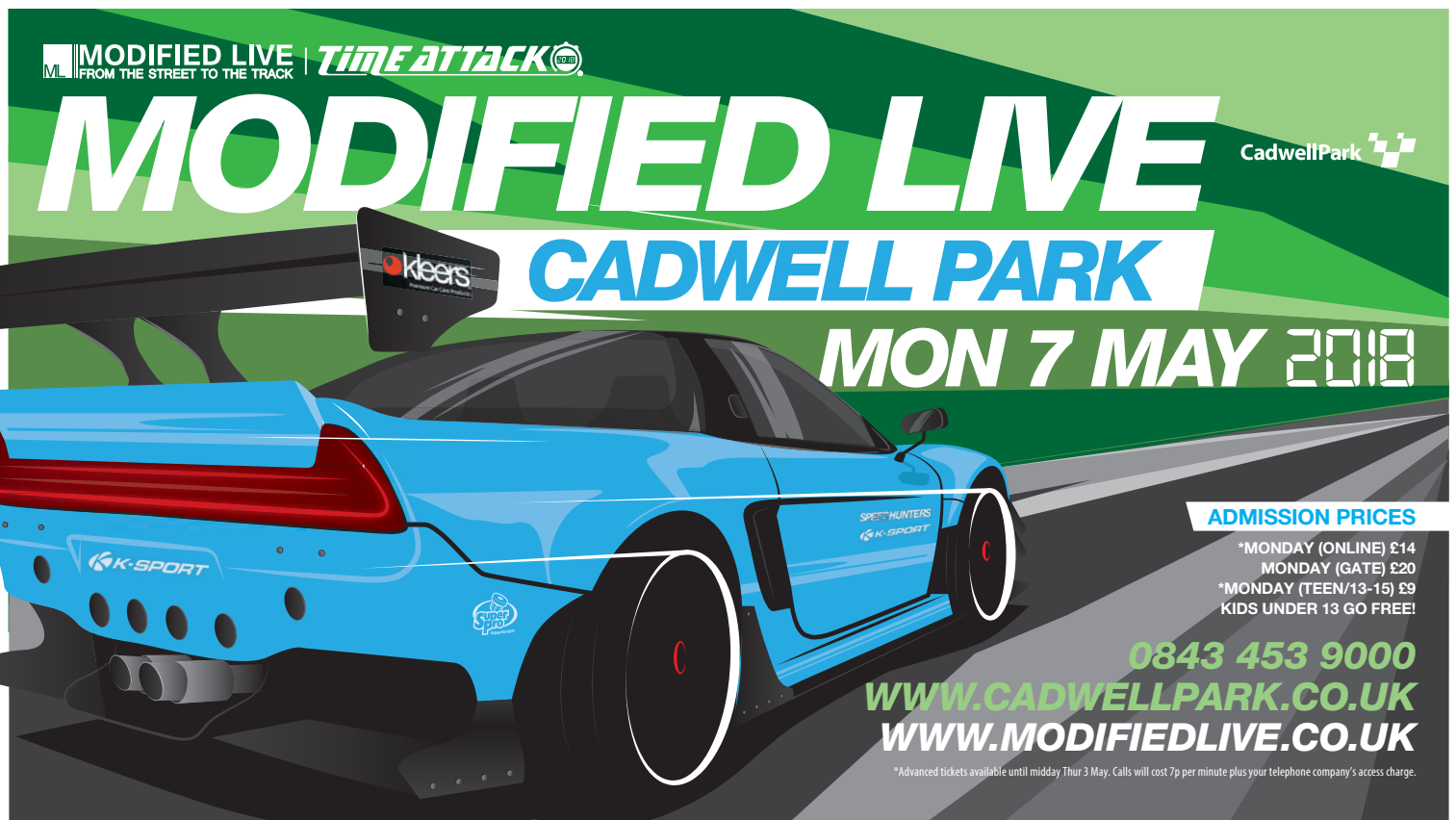
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# WAKING THE ZED

*This classic Datsun had been slumbering in an Essex dealership for a while, unused and overlooked. But Jay McToldridge found it, offered it some smelling salts, and set about sprucing it up in fine style...*











**T**he allure of the Z car is one of those perennial constants in the cosmos. Like photosynthesis, gravity and those fiddly little ketchup cups you get in McDonald's, it's ever-present, ubiquitous and inextricably interwoven into the very fabric of the universe itself.

For many of you, the Datsun 240Z will need no introduction. But if you're in the mood for a history lesson, here it is in a nutshell: in 1969, Datsun's S30 series emerged onto the global motoring scene like some glorious butterfly from an intricately crafted Japanese chrysalis. It was so beautiful, so perfectly proportioned, that it slightly shifted the Earth from its axis, and countless onlookers swooned to the floor, overwhelmed by its majesty (probably). Sold as the Nissan Fairlady Z in Japan and the Datsun 240Z elsewhere, it's no secret that the designers owed an unashamed stylistic debt to the Jaguar E-Type. The car's long

nose, squat cab and GT ethos were all very Jaguar, although the performance was thoroughly Japanese. It came with an eager twin-carbed straight-six, its 2.4-litres offering a raspy 150bhp-odd. There was all-independent suspension, rack-and-pinion steering, and 10.7-inch brake discs. It'd do 0-60mph in a flat eight seconds, and go on to 125mph. To an early-seventies audience, this was a spec list to die for. The straight-six unit evolved for the 1974 model year into a longer-stroked 2.6, to create the logically named 260Z. Increasingly stringent US emissions regulations ushered in a rapidly evolved variant the following year, the 280Z. Which, as you've probably guessed, had a 2.8-litre motor. What you're looking at here is a 240Z that's rocking the 2.8-litre lump.

It speaks volumes for the quality of the design that there's still just as much to love about the Z today. While the march of technological progress means that the performance is now comparable to a perky hatchback, those hips don't lie. Time has done nothing to dilute the sheer gorgeousness of the thing. The stats are only significant on paper, of course. Certain newer and less exciting cars may be more powerful, but they're also heavier and more sanitised, and it's all in the delivery – the Datsun is a gruff, meaty, yet balletic thing, a constant source of joy.

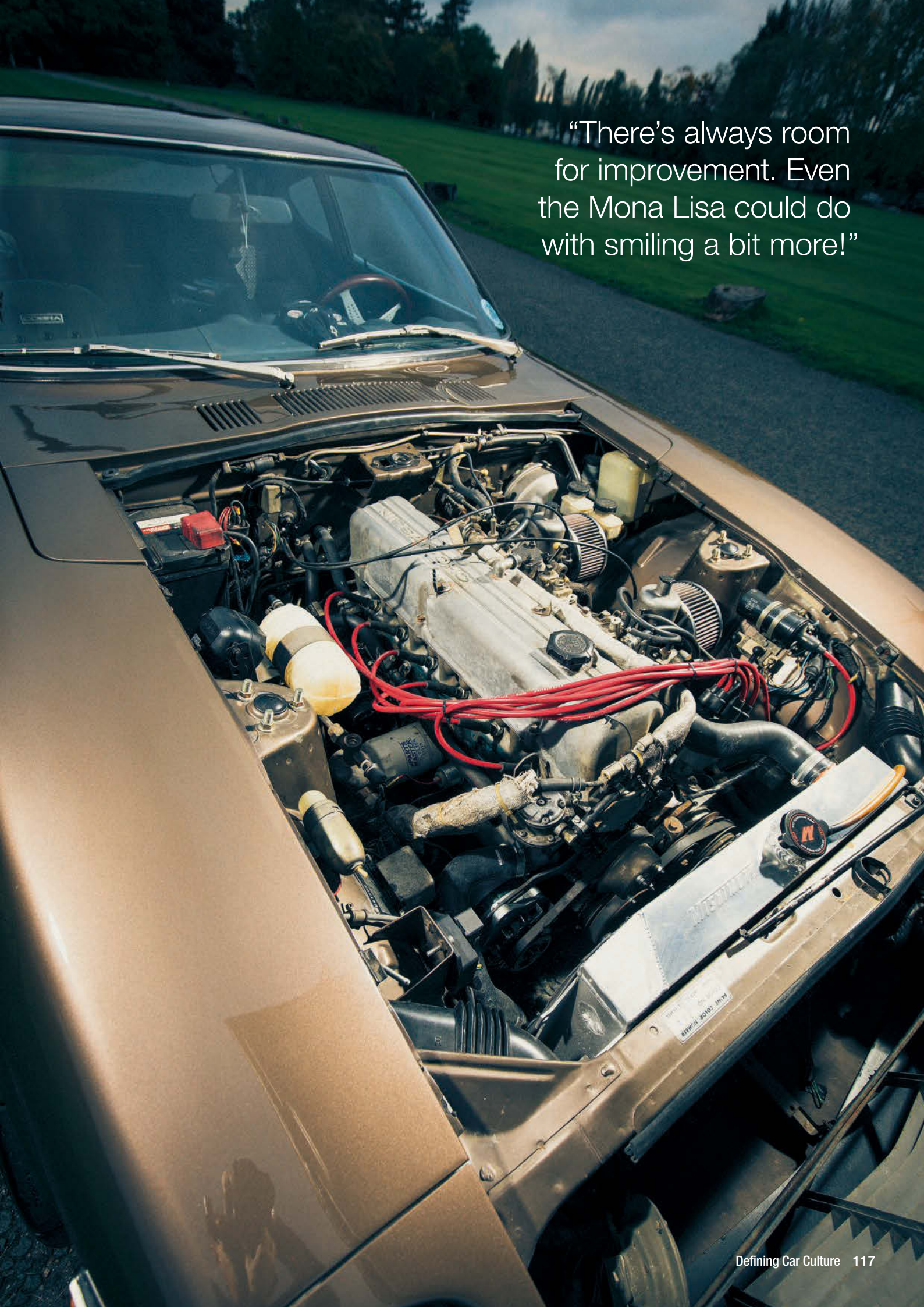
But there's always room for improvement. Even the Mona Lisa could do with smiling a bit more. And that's where Jay McToldridge comes in.

Some of you may recognise the name. JayMac is the figurative and literal driving force behind the relentless Players Show colossus, collecting the finest modified metal from the UK and beyond into a series of top-flight events every year, and it stands to reason that he'd know a thing or two about building badass cars.

We featured his Mk1 Golf a few months back, and it immediately became our favourite Volkswagen. And that's saying something. Retro Dubs are quite different to classic Datsuns though, aren't they? So how did all this come about?





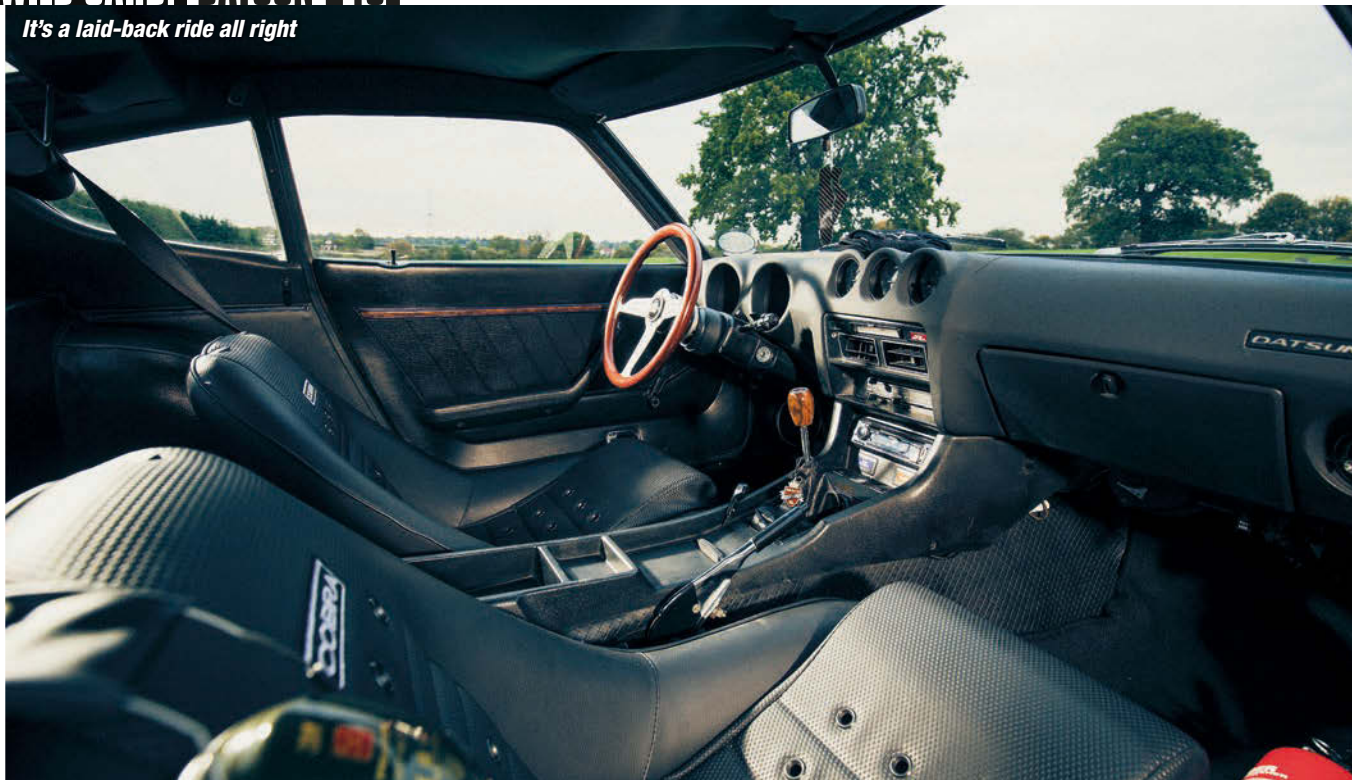


“There’s always room  
for improvement. Even  
the Mona Lisa could do  
with smiling a bit more!”



# WILD CARD: DATSUN 240Z

*It's a laid-back ride all right*



"Ah, I've always wanted one of these since I was a kid," Jay grins. "Some people dream of 911s, but to me this has always been a better shape. And they're rarer now!"

Sound reasoning. We can totally get on board with that. Rarity is important, and you can't put a price on style.

"I found the car advertised online," he continues. "It was on sale with a dealer in Epping. He'd had it for over a year – it had belonged to a friend of his who'd moved to Malaysia and asked him to sell it. The pictures in the ad were awful, but we took a drive down to view it... and were amazed with what we found. It was so clean!"

The car had lived a pampered and easy life. It was a Californian import; the one-owner car was all matching-numbers original and had covered just 50,000 miles in its carefree life in Newport Beach, Southern California. And you know what's great about California? The weather's better, so they don't have to grit the roads in the winter. Usually when you find original, unrestored 1970s Z cars they're a bit crumbly. If they've lived in Japan, they've been rained on a lot; if they've been imported to the UK, they haven't been rustproofed and have simply dissolved in the winter salt. But this car? "There was no rust in it anywhere. Absolutely none at all," breathes Jay with undisguised wonder. Lucky find, huh? A deal was done, and he collected the car a week later. A fulfilment of a lifelong dream.

Naturally, having got the pristine museum piece home, he did exactly what you or I would have done with this unmolested original: started modifying it to make it cooler.

"It was 100 percent stock when I bought it," Jay explains. "The very first thing I did was to buy the BRE front lip, as the front end looks awful



**MOMO Super Grand Prix wheel**

without it, and the next job was to do something about the ride height. I ordered a set of BC Racing coilovers with EMP Performance, but I got impatient and just couldn't wait to get the thing lower. So we got it into the shop and cut the springs – just like we used to do in the '90s!"

Before long the pukka BC units took the place of the hacked coils, and Jay threw on a timeless set of Watanabe wheels that he'd spotted for sale, at the same time getting on the blower to Nankang to order in a set of their sticky AR-1 cut slicks.

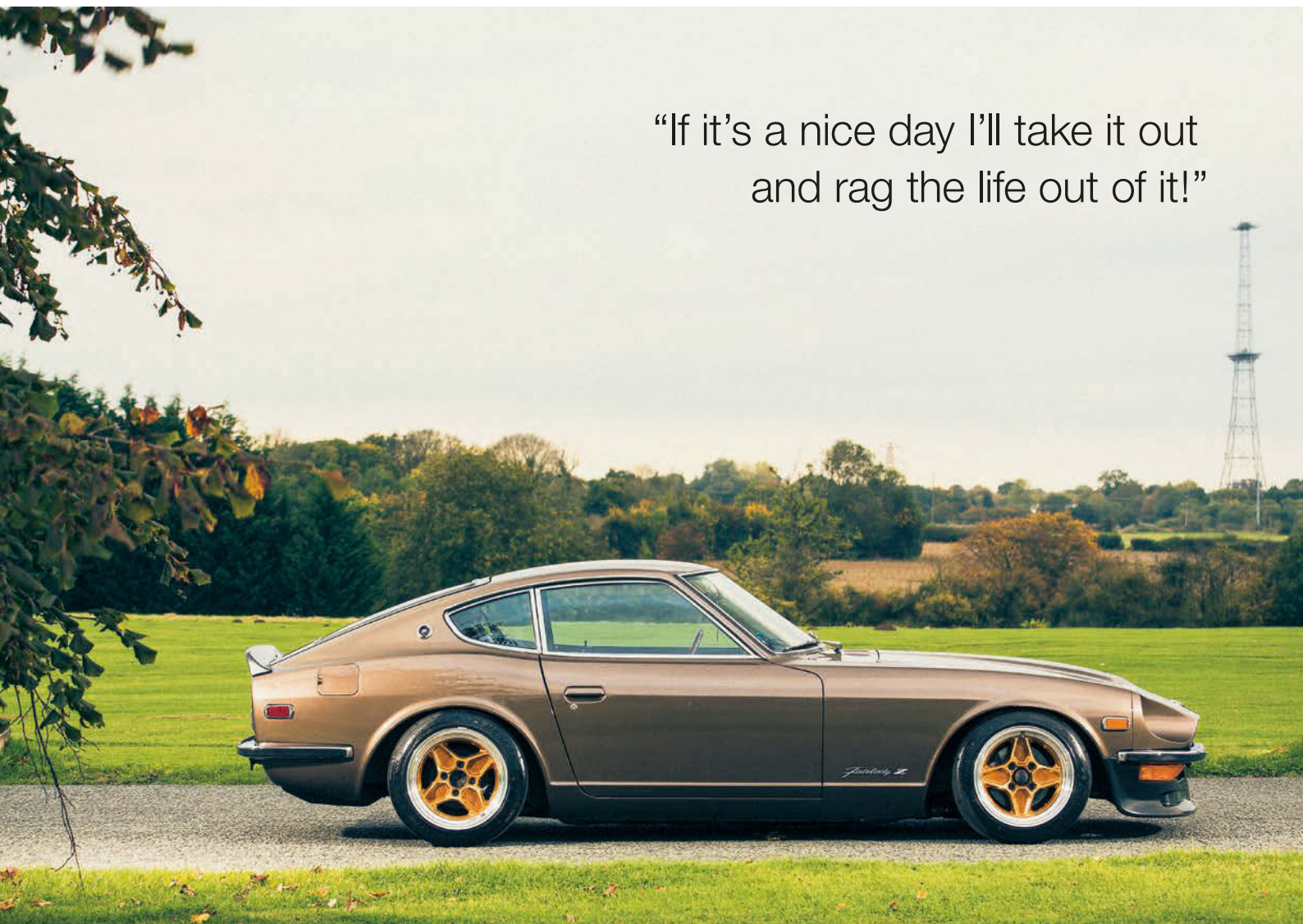
"To complement the coilovers, I also went mental on the Techno Toy Tuning website," Jay laughs, "and basically ordered all of the billet suspension components they do – arms, struts, bushings, the lot. The guys there looked after me, and Carl brought it all over in his hand luggage." (For the uninitiated, Carl Taylor is the other major player in the Players empire. The fact he likes to hang out in the States makes this sort of international parts-hauling a little bit easier...)

One of the principle concerns with running an old motor-car is the ever-present worry of finding yourself parked on the hard shoulder in a cloud of steam, which hangs over every mile of motoring like the Sword of Damocles. Thankfully Jay was starting with a strong base, the car having always been looked after, but for the sake of belt-and-braces he tapped up Mishimoto for a custom setup to totally overhaul the Datsun's cooling system – something he says has made a huge difference. It's also a useful base mod in terms of reliability, given that Jay's ultimate treatment of the engine has seen its twin SU carbs replaced with triple Webers, the big-six barking through a custom exhaust to the tune of 200bhp at the wheels. Which is more than enough for mischief in a lightweight, rear-wheel-drive tearabout.





“If it’s a nice day I’ll take it out  
and rag the life out of it!”



*Cobra RS buckets*



*What a lovely bit of wood*



## WILD CARD: DATSUN 240Z

*Four-spoke Rotiform GTB suit the Z perfectly*



## TECH SPEC: DATSUN 240Z

### STYLING

BRE front splitter; BRE rear ducktail spoiler.

### TUNING

2.8-litre L28 straight-six; triple Weber 40 carbs; custom equal-length manifold; full EMP 2.5in stainless steel exhaust system; Mishimoto radiator; 200bhp at wheels.

### CHASSIS

8x15in ETO and ET-15 Rotiform GTB wheels; 195/50 Nankang AR-1 cut slicks; BC Racing coilovers; Techno Toy Tuning billet lower front and rear control arms; Techno Toy Tuning billet TC rods; Techno Toy Tuning billet hubs.

### INTERIOR

Cobra RS seats; MOMO Super Grand Prix wheel.

### THANKS

James at The Play Bay; the boys at John Danby Racing; Brian and Jason at Rotiform; Ben at Nankang; Dom at Snap-On; Tom at Meguiar's; Forge Motorsport; Cobra Seats; Patrick at Mishimoto; the boys at Playhouse; Will and Kelv at Chelmsford Autos.

Those Watanabes were only a stop-gap as Jay's a bit of a wheel perv, and the decision was made to work with Brian at Rotiform to create something unique and special for the Z: an old-style design with a fresh new twist, the GTB is a classic four-spoke with a lot more girth than you'd have found in the '70s, rocking a gorgeous Tequila Sunset finish.

"Lastly came the seats," says Jay. "I wanted an old-school Japanese look, and as usual Cobra came up trumps. I really do use the car a lot now, considering its age. If it's a nice day I'll take it out and rag the life out of it! It's the car that gets the most attention out of everything I've ever owned, which is saying a lot when you consider some of the ridiculous stuff we've done in the past. Most people love it, because you just don't see these cars around any more."

The fulfilment of a dream, then. A beautiful classic, tastefully updated and reengineered for mischief. Job done, on to the next one? "Oh no, I've got plans," Jay laughs. "How does a Rebello 3.2 stroker engine running 340bhp sound?" Yep, that sounds all right to us. The Datsun's reawakening has been an unqualified success, and it's turned into a real waking dream. Zed's not dead, baby. Zed's not dead. **FC**



*A big-six barks through a custom exhaust to the tune of 200bhp*





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## LEWIS FORD'S GLANZA V

**FC says** The fascinating story of how owner Lewis here managed to transform his once ropey, turbocharged Starlet hatchback into something really rather awesome is one that all of us could do with taking some inspiration from.

"I haven't thrown money at someone else to build a car for me; I tried to instead do most of the work myself and as a result have learnt so much from building the car. I hope others appreciate it as much as I do!"

A painter by trade, perhaps the most impressive change comes from that stunning re-spray performed in a military-inspired shade of khaki green. The bodywork also benefits from those JDM Livesports front wings, as well as a

set of instantly recognisable three-spoked Advan alloys, of course.

But that's not where the awesomeness ends. Pop the bonnet and you're greeted to a show-stopping engine bay that boasts a tuned motor that goes just as well as it looks. With a larger TD04 from a Subaru Impreza mounted on that crazy 'ram horn' manifold, Lewis has already dialled in a figure of almost 200bhp on low boost, with around 240bhp expected, once he's got his new ECU and fuel injectors bolted in.

A stunning Toyota that Lewis should be incredibly proud of, especially considering that the majority of the hard graft was down to him. Nice job!

## SPEC: GLANZA V

### MAIN MODS

Full re-spray; Subaru TD04 turbo; TIAL external wastegate; WEPR 'ram horn' manifold and de-cat; Japspeed cat-back exhaust system; frontmount intercooler; APEXi boost controller; Advan SA3R alloys with Toyo tyres; 6-point Cusco roll cage; Livesports widened and vented front wings.







## LIAM FLAHERTY'S MAZDA MX-5

**FC says:** We've seen the mighty MX-5 being adapted for many different styles in recent years. From show cars to drift cars, and even highly strung track monsters, it seems like there's nothing this little roadster doesn't do well when the owner puts their mind to it.

Not content with settling on one particular look, Liam here has amazingly nailed pretty much every single possible niche with his incredibly impressive Mk2 version of the little Mazda – a car which now boasts an epic spec list that's longer than most novels.

"All I wanted was a nice set of wheels to start with, but here we are three years later and with thousands spent, I've got something that's really special to me to show for it," Liam laughs.

The black bodywork has been treated to

bumpers from the likes of Bomex and Duce, as well as carbon fibre rear over-fenders out back, with the car now propped up on not one but two different styles of WORK wheels.

Far from 'all show and no go', however, a look under the bonnet not only reveals that Liam's swapped up the engine for a more potent 1.8-litre version, but has also added one of Flyin' Miata's awesome turbocharger kits into the mix to now offer up around 300bhp to the party. With uprated fuelling parts, forged internals and a Torsen LSD out back, it's clear our owner here knows what he's talking about when it comes to a highly usable fast car, too.

We've seen some pretty damn epic MX-5s coming out of the woodwork lately, and Liam's here is no exception. Lavvy!

### SPEC: MAZDA MX-5

#### MAIN MODS

1.8-litre VVT engine swap from 2003-spec MX-5; Flyin' Miata turbo kit with GT2560R turbocharger; forged con rods and pistons; Adaptronic ECU; DeatschWerks 700cc fuel injectors; paddle clutch; Torsen LSD; face-lift front-end conversion; Bomex front bumper; Duce rear bumper; cut and spaced-out front wings; Garage Vary side skirts; Carbon Miata carbon fibre rear over-fenders; Monster carbon fibre three-piece ducktail spoiler; WORK Emotion CR Kiwami alloys (front); WORK Meister S1-R alloys (rear); MeisterR coilovers; Mazda hardtop; Willwood big brake kit; Cobra leather reclining seats; Takata harnesses; DND carbon fibre steering wheel; coilovers.



## JAMIE REID'S 350Z

**FC says:** Jamie has been reading Fast Car for many years now and he's obviously put that experience to good use when building this drop Zed gorgeous 350. Being a late spec HR edition with the VQ35HR in its bay, gave Jamie the perfect base to start with; a quick glimpse at the spec shows he hasn't wasted that advantage.

On the outside a flip wrap has been added to the Amuse enhanced lines of the 350Z, while the

WORK wheels, HSD coilovers and Eibach goodies bolted to the chassis make sure this Nissan goes as well as it looks.

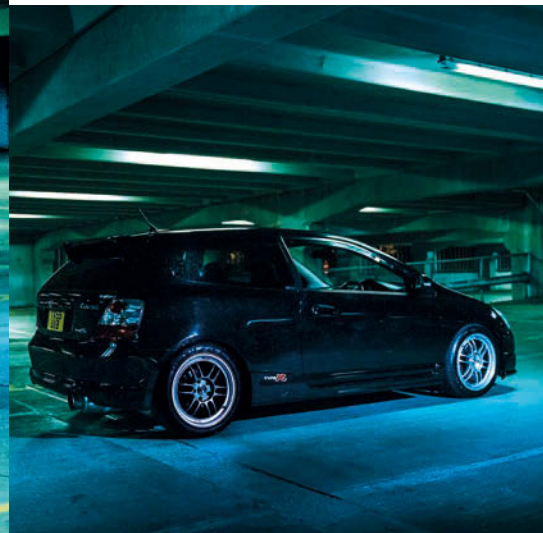
The floppy hue isn't the only nod to the glory days of modifying either; he's had nitrous installed too – giving this Zed 403bhp of V6 grunt. Jamie is a regular event goer too. So if you want to see this beast in the flesh, get yourself along to a Jap show!

### SPEC: 350Z HR

#### MAIN MODS

Deep Space pearl wrap; WORK XSA wheels; nitrous injection; Alcantara trim; Hydrodipped interior panels; Eibach camber arms, bolts and anti rollbars; HSD Monopro coilovers; Amuse GT kit; full titanium Amuse exhaust system.





## NELSON SOARES' EP3 TYPE R

**FC says:** EP3 Type Rs are seriously good value at the moment, making them great project fodder. If you need any more convincing to make a purchase, just take a look at Nelson Soares' offering here. It's an absolute looker.

Nelson's spec list reads like a who's who of the

EP3 tuning world; with names such as Skunk2, Enkei, BC Racing, and Toda all getting involved in making this sweet Honda even more appealing.

We're looking forward to seeing how this one progresses in the future. It's definitely one to keep an eye out for!

### SPEC: EP3 TYPE R

#### MAIN MODS

Enkei RPF1s; Skunk2 bolt ons; mapped to 250bhp; J's Racing strut braces; BC Racing coilovers; Yellow Speed BBK; carbon intake; Skunk2 TB, exhaust and inlet; Toda manifold; Recaro seats; carbon bonnet.



## MOH ARIF'S EVO VIII MR

**FC says:** This has got to be one of the best cars we've ever featured in Readers' Rides. Just look at that designer-label spec list. Moh certainly wasn't messing about when he put this car together. All of his hard work and hard earned has resulted in one of the best and most original looking MRs in the UK – we love the customised front bumper and carbon hood. But this Evo isn't really about the looks; it's about the performance, the 2.2 forged engine produces

700bhp and 600lbft!

And we can't go without mentioning the wheels. Not only do they pop nicely against the car's red hue, show off the huge Alcon stoppers, and look the absolute nuts, but they are super-lightweight. These rims give the car even more performance, enhancing the Ohlins equipped chassis further.

Keep up the great work Moh. You and your Evo are totally killing it!

### SPEC: EVO VIII MR

#### MAIN MODS

2.2 long rod forged engine; Precision 5858 turbo; Syvecs ECU; sleeved block; billet crank; HKS pulleys; 6 pot Alcon front and 4 pot Alcon rear brakes; Ohlins DFV suspension; roll cage; Recaro SPG bucket seats; Buddyclub QF forged lightweight 18-inch wheels; Evo IX rear bumper, Evo IX front bumper with Evo VI extreme lip; carbon bonnet, side spats and vortex.

### SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of *FC*. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (larger than 1MB with no ghosting or logos, and you must have the photographer's permission) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Pop the whole lot over to [jules.truss@kelseymedia.co.uk](mailto:jules.truss@kelseymedia.co.uk) and we'll do the rest.



# ARSE END

## Quotes of the Month:



**Jules:** "Back in the day, you used to be all manly and stuff."

**Midge:** "What are you on about now, you tit? I'm still manly."



**Midge:** "Have you been on the frothy coffee G? Or are you restarting ginger-bukkake.com?"

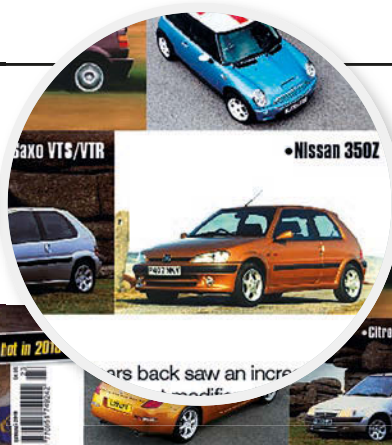


**Jules:** "I'm not coming in. There's seven inches of snow here!"

**Initial G:** "I'm no meteorologist boss, but I'm pretty sure that's not how it works."



**Text of the Month:**  
Everyone loves a massage, right? Well maybe not from our Midge and his overactive loins...

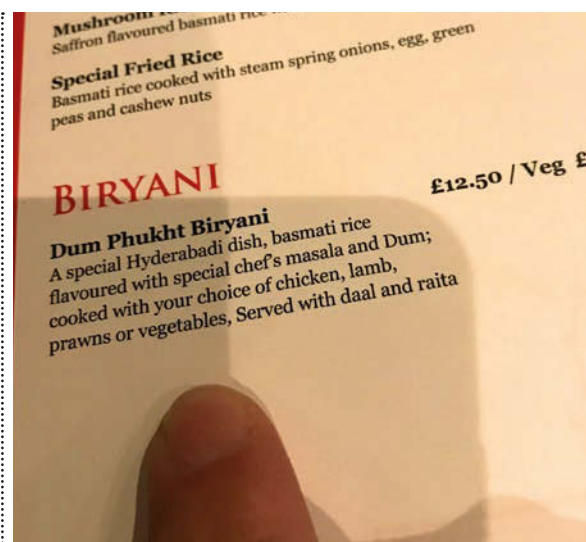


### Missed the boat? Get the next one...

Have you checked the prices of some retro cars lately? A few years back saw an increase of retro rides in the scene, cars like the Civic EF became popular amongst modifiers looking to do something a little quirky on a small budget. Damn, we even got on the bandwagon and built a Mazda 323 Sedan. The problem is, these '80s classic have hit a premium in recent months, no longer making them cheap and cheerful toys. But don't fear as the next batch of modern classics have arrived. We've listed a few '90s hatchbacks that will soon follow in their predecessor's appreciating footsteps. They won't stay this cheap for long, so if you fancy yourself as a bit of an Alan Sugar type... We reckon these overlooked gems are only going to go up in value. They make for the perfect investment and modified toy.

### Spot the mistake

The big man is always going on about how Initial G likes to test him on the regular, but we didn't believe him, until he sent us these un-proved examples. Good job Jules is a bit on the eagle-eyed side, eh? Would you have spotted these the first time around?



### FC Nutritional Advice, part 2

Last month we promised we'd bring you more nutritional advice from our very own three-time Slimming World Slimmer of the Week. So, with a full sin-free fry-up for breakfast already in your belly, the way to brunch like a champ is to hit the fruit hard. You can have as many of your five-a-day as you want (even if it's actually 10-a-day) and there's no sins to worry about at all. You even get to console yourself with a joke about munching on a lovely pear, and that's never bad is it?

Next Month: Lunchtime. We can hardly wait.

### Dumb What?

If there's one thing our boys love it's a cheeky curry on a work night. Still, we've not seen our Midge go for anything other than a korma before... but if this, ahem, 'dumb fuckit' dish was made for anyone, it was him.

We're not sure if our local Bombay staff were taking the piss by saying it's "very mild" either. But it certainly burned both ends. Apparently, it still does...



## TOP 5 VIDEOS

CHECK OUT MORE @ [WWW.FASTCAR.CO.UK](http://WWW.FASTCAR.CO.UK)



#### XS CAR NIGHT 4.0

We don't watch the real housewives for the milf action. It's all about the big money motors, honest. Anyway here's a cool vid from The Engine Baes.  
[www.fastcar.co.uk/videos/xs-car-night-4-0](http://www.fastcar.co.uk/videos/xs-car-night-4-0)



#### HEAVEN ON WHEELS

You've probably seen lots of HOW show reports by now, but here's another. This time with magical moving pictures! You can't say fairer than that.  
[www.fastcar.co.uk/videos/heaven-on-wheels-2018-how](http://www.fastcar.co.uk/videos/heaven-on-wheels-2018-how)



#### ROCKET BUNNY EG CIVIC

Another cracking vid from the guys at Toyo Tyres. Yep it's Kei Miura's very own Rocket Bunny Civic. Awesome just doesn't even come close!  
[www.fastcar.co.uk/videos/rocket-bunny-honda-civic-eg](http://www.fastcar.co.uk/videos/rocket-bunny-honda-civic-eg)





### Lucky Bastid

Four pickles in one double cheeseburger? No wonder Midge has been in such an uncharacteristically good mood all this month. That's like winning the lottery in Dartford!



### Jules Loves Hayters

When Jules said he'd got himself a swish new four-wheeled hater-pleaser with plenty of horsepower, we thought he'd gone and bought a Golf. Still, if there's one thing you can always guarantee about us FC monkeys, it's that we continue to be the epicentre of everything rock and roll. The green-fingered dick.



### Cheers!

We do love an anonymous present here at FC, so ta muchly to whoever sent this in for our Midge... Even though we suspect it was his missus, or his mum. A bigger truth has never been told about a smaller fella - he didn't even try and deny it!



### OLD SKOOL M3

There aren't many retro motors that get our pants fizzing quite as much as the E30 M3. StanceWorks have captured this one perfectly too. Proper porn. [www.fastcar.co.uk/videos/modified-bmw-e30-m3](http://www.fastcar.co.uk/videos/modified-bmw-e30-m3)



### BIG BHP R34 GTR

Even though none of us mere mortals can afford one nowadays, who doesn't love an R34? In fact, we'd love this one even if it didn't have 1162bhp! [www.fastcar.co.uk/videos/1162bhp-nissan-skyline-r34-gtr](http://www.fastcar.co.uk/videos/1162bhp-nissan-skyline-r34-gtr)

## Quiz results from page 8:

### WORD SEARCH:

Civic, Accord, Stream, Legend, NSX, Jazz, Prelude and Integra

- Q1) First gen Honda NSX  
Q2) Nissan R35 GT-R  
Q3) Lexus LFA



## BLAST FROM THE PAST ISSUE 314 — APRIL 2012

*In this issue six years and 81 issues ago...*

- Yes, that's the small one hiding on the cover in a dodgy hat. Well half of him anyway. He's a bit fatter now.
- Plush's Mini was leading the way back then. It'd still hold its own even now. Awesome, and very green inside.
- The old-skool NUR Porker was packing a thoroughly new school Carrera 3.2. Rapido, like!
- Looks like we were a bit late on our Autosport report that year... sorry about that.
- Wait, is that that bird out of The Only Way is Chelsea or whatever you call it? Yes. Yes it is.
- Behold the first (and last) Citroën Xsara to ever hit the pages of FC.
- Our Girl Power bonus section kicked off with some lovely long, er, cars.





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***"I'm pretty sure there's a lot more to life than being really, really, really, ridiculously good looking."*** - Derek Zoolander



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